

No. 2075

Paul Jones



No. 2075

No.
Port
Ship
S.
Bell
S. No
Gut
Port

Abstract Log

of the U. S. Schooner of War Decatur

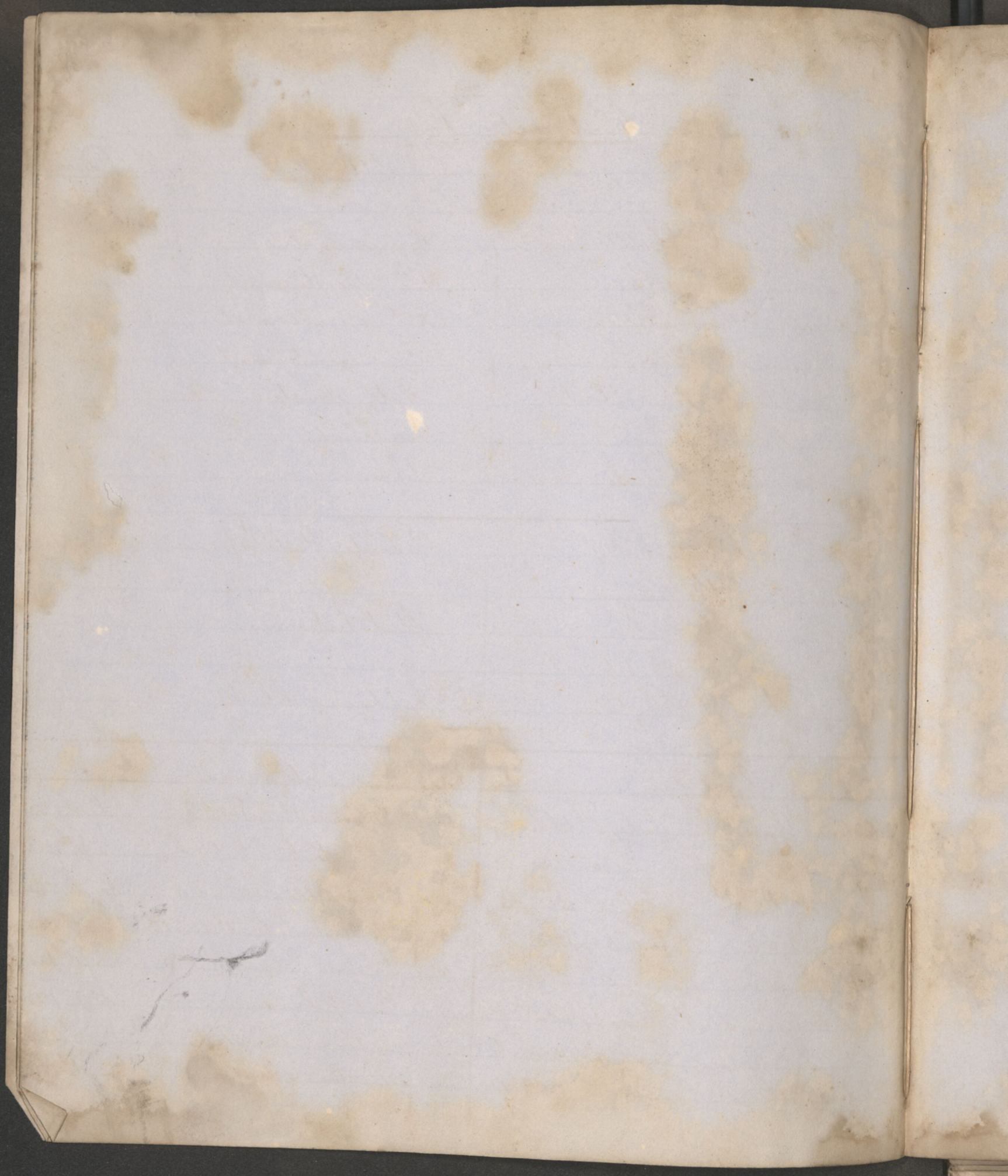
William L. Whittle Esq.
Edwin J. Dr. Haven
Comdr. J. Van Alstine
James M. Durcan
Joseph M. Bradford
J. O'Connor Barclay
John Van B. Bleaker

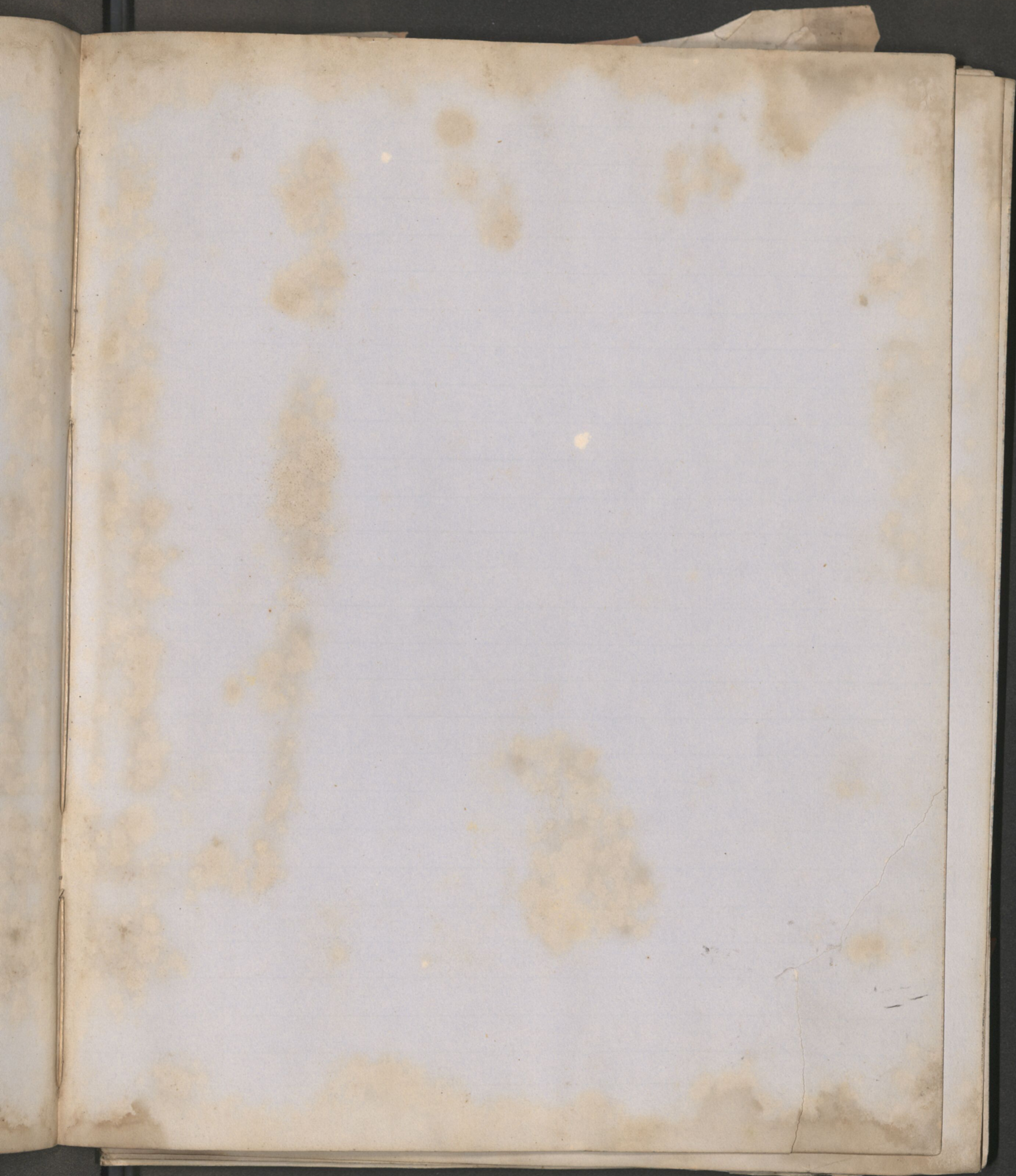
Commander
1st Lieutenant
2nd Lieutenant
3rd Lieutenant
Actg Master
Surgeon
Carpenter

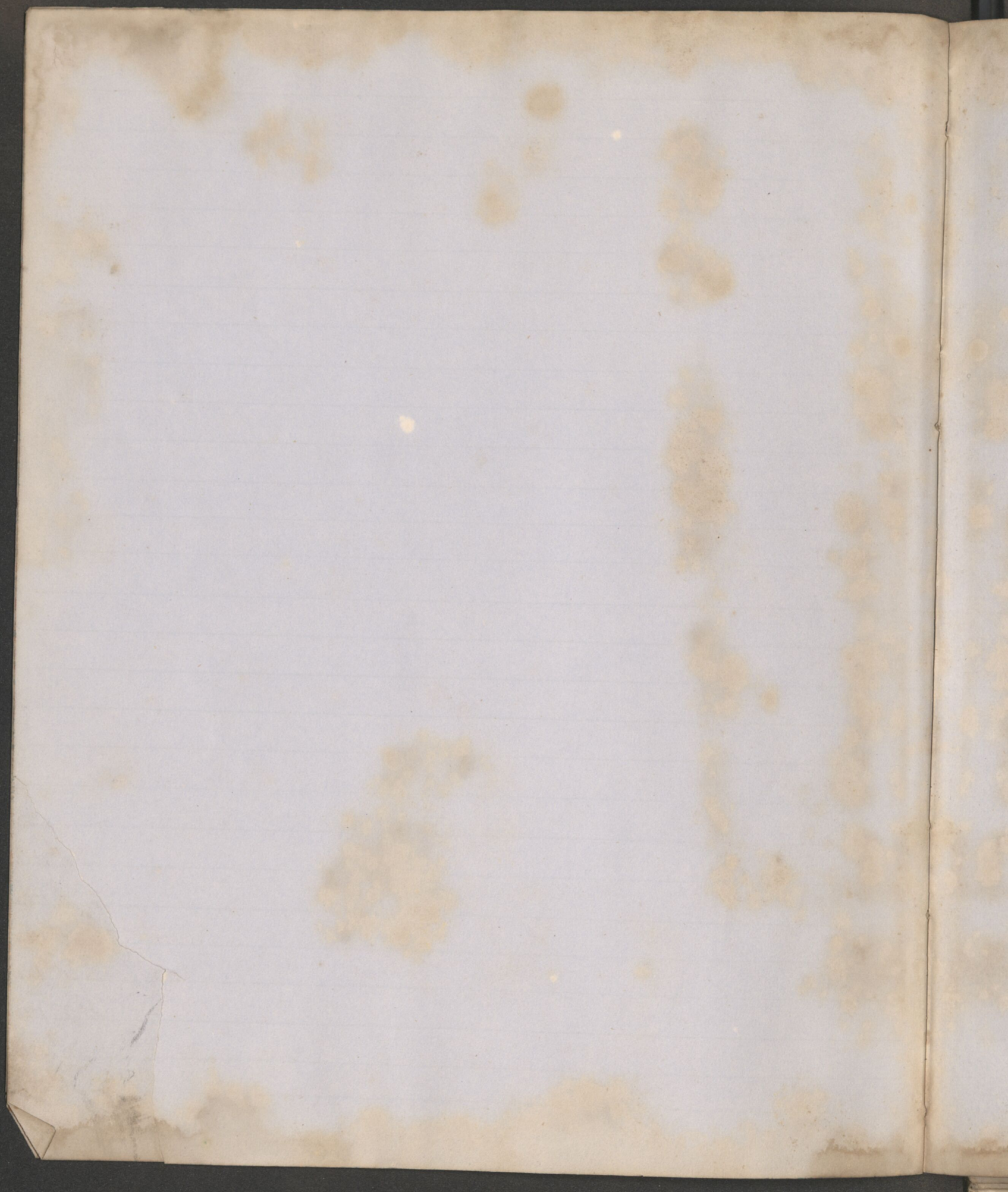
Lewis A. Umbelley
Edw. P. Williams
Charles F. Peck
Francis E. Shephard
Arthur L. Whittle

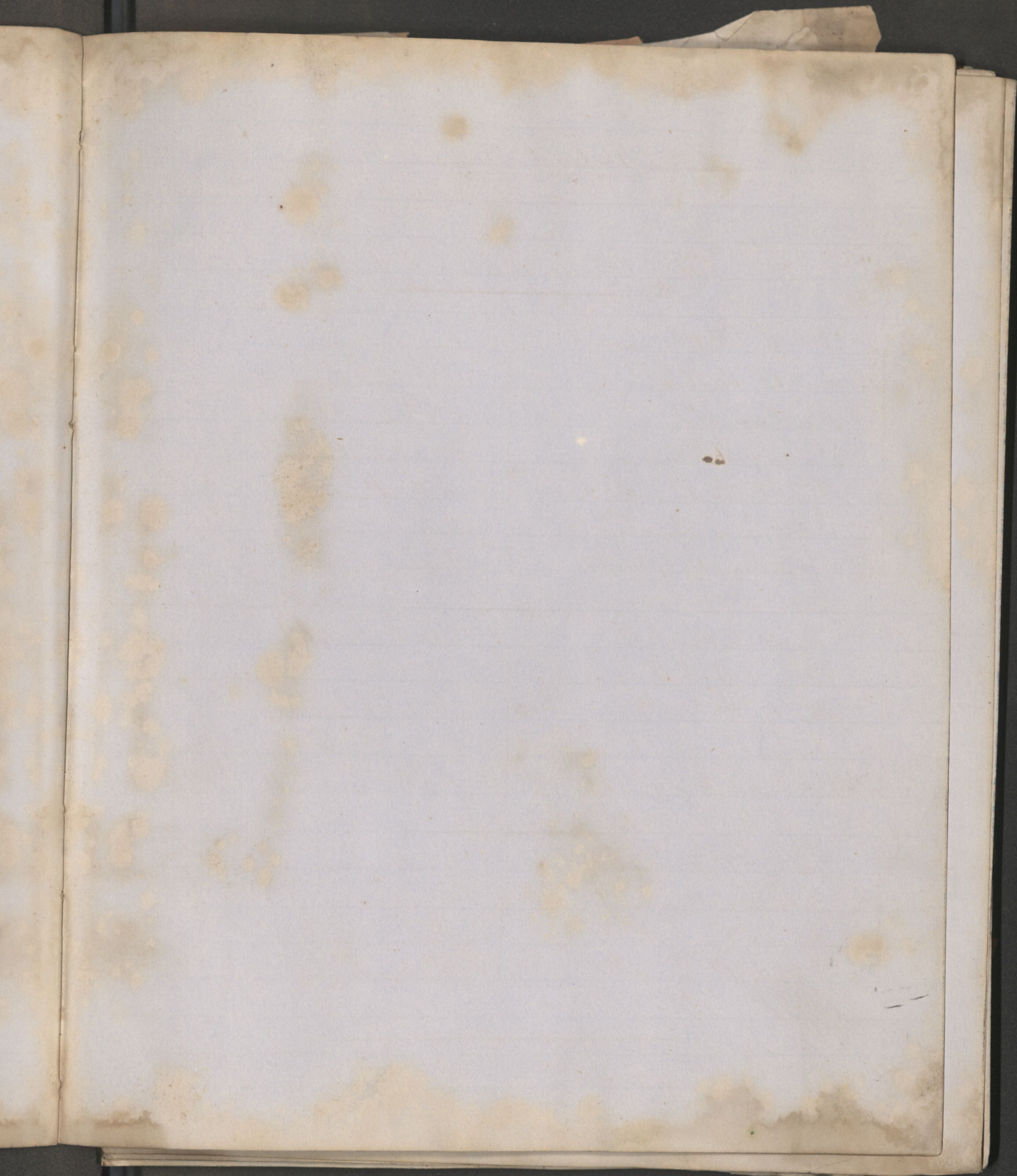
Passed Midshipman
" "
Midshipman
" "
Captains Clerk

Sailed from		Days at Sea	Days at Port	Ports arrived in	
Boston Mass.	July 15 th 1853	0	8	Portsmouth N.H.	July 15 th 1853
Portsmouth N.H.	-- 24 th 1853	5	2	Ship's Harbour Gut of Canseau	-- 29 th 1853
Ship's Harbour	-- 31 st 1853	3	1	St. George's Bay Island of N.F.	Aug. 3 rd 1853
St. George's Bay	August 4 th 1853	3	5	St. John's Harbour Chatham's Bay	-- 7 th 1853
St. John's Harbour	-- 12 th 1853	4	10	St. John's Island of N.F.	-- 16 th 1853
St. John's Island N.F.	-- 26 th 1853	7	2	Gut of Canseau	Sept. 2 nd 1853
Gut of Canseau	Sept. 4 th 1853	6	6	Portsmouth N.H.	-- 10 th 1853
Portsmouth N.H.	-- 11 th 1853	12	Detached	Boston Mass.	-- 16 th 1853









Abstract Log

of the U. S. Sloop of War "Dale"

List of Officers attached to the Dale.

Wm. C. Whittle Esq.

Commander

J. I. B. Walbach

1st Lieutenant

C. J. Van Alstine

2nd Lieutenant

James M. Duncan

3rd Lieutenant

Joseph M. Bradford

Actg. Master

J. O'Connor Barclay

Surgeon

John Van B. Bleeker

Barber.

Lewis A. Kimbelly

Passed Midshipman

Edward P. Williams

" "

Charles F. Peck

Midshipman

Francis E. Sheppard

" "

John Adams Knappe

Captains Clerk.

Zach. Whitmarsh

Boatswain

William Harcourt

Gunner

James Bennett

Sailmaker

Joseph R. Smith

Carpenter

Abstract Log of the "Dale"

Sailed from		Days at Sea	Miles Sailed	Arrived in		Days in Port
Boston Mass.	Oct. 17 th 1853	18	2626	Funchal Madeira	Nov. 24 th 1853	5
Funchal Madeira	Nov. 9 th 1853	8	985	Porto Grande	" 17 th 1853	11
Porto Grande	" 28 th 1853	2	223	Porto Praya	" 30 th 1853	24
Porto Praya	Dec. 24 th 1853	2	214	Porto Grand	Dec. 26 th 1853	2
Porto Grande	Jan. 4 th 1854	2	195	Porto Praya	Jan. 6 th 1854	1
Porto Praya	" 7 th 1854	4	344	Porto Grande	" 11 th 1854	3
Porto Grande	" 14 th 1854	1	157	Porto Praya	" 15 th 1854	1
Porto Praya	" 16 th 1854	11	1152	Goree	" 27 th 1854	1
Goree	" 28 th 1854	2	70	Bathurst	" 30 th 1854	3
Bathurst	Feb. 2 nd 1854	3		Porto Praya	Feb. 5 th 1854	1
Porto Praya	" 6 th 1854	3	879	Porto Grande	" 8 th 1854	14
Porto Grande	" 23 rd 1854	2	156	Porto Praya	" 24 th 1854	4
Porto Praya	" 28 th 1854	7	650	Isle de Los	Mar. 7 th 1854	15
Isle de Los	Mar. 22 nd 1854	7	450	Monrovia	" 28 th 1854	6
Monrovia	Apr. 3 rd 1854	3	156	Grande Cesters	Apr. 5 th 1854	1/2
Grande Cesters	" 6 th 1854	1/2	20	Cape Palmas	" 6 th 1854	5
Cape Palmas	" 11 th 1854	1/4	15	Cavally	" 11 th 1854	1
Cavally	" 12 th 1854	31	2173	River Parada	May 13 th 1854	2
River Parada	May 15 th 1854	14	529	Malemba	" 27 th 1854	5
Malemba	June 3 rd 1854	5	75	Off River Congo	June 8 th 1854	2
River Congo	" 10 th 1854	8	240	St. Pauls de Loando	" 18 th 1854	13
St. Pauls de Loando	July 1 st 1854	1	60	Ambuize	July 2 nd 1854	3
Ambuize	" 5 th 1854	2	93	St. Pauls de Loando	" 7 th 1854	13
St. Pauls de Loando	" 20 th 1854	15	1708	Monrovia	Aug. 4 th 1854	4

Abstract Log of the "Dale".

Sailed from		Days at Sea	Miles Sailed	Arrived in		Days in Port.
Monrovia	Aug 8 th 1854	11	1083	Porto Praya	Aug 19 th 1854	2
Porto Praya	" 21 st 1854	21	1793	Funchal Madeira	Sept 11 th 1854	37
Funchal Madeira	Oct 13 th 1854	6	1065	Porto Grande	Oct 24 th 1854	1
Porto Grande	" 25 th 1854	2	164	Porto Praya	" 27 th 1854	3
Porto Praya	" 30 th 1854	3	351	Bono Vista	Nov 2 nd 1854	14
Bono Vista	Nov 2 nd 1854	1	82	Porto Praya	" 3 rd 1854	5
Porto Praya	" 8 th 1854	4	413	Porto Grande	" 12 th 1854	12
Porto Grande	" 24 th 1854	1	169	Porto Praya	" 25 th 1854	6
Porto Praya	Dec 1 st 1854	15	1100	Monrovia	Dec 16 th 1854	7
Monrovia	" 25 th 1854	4	200	Cape Palmas	" 27 th 1854	

Days
in Pat.

21

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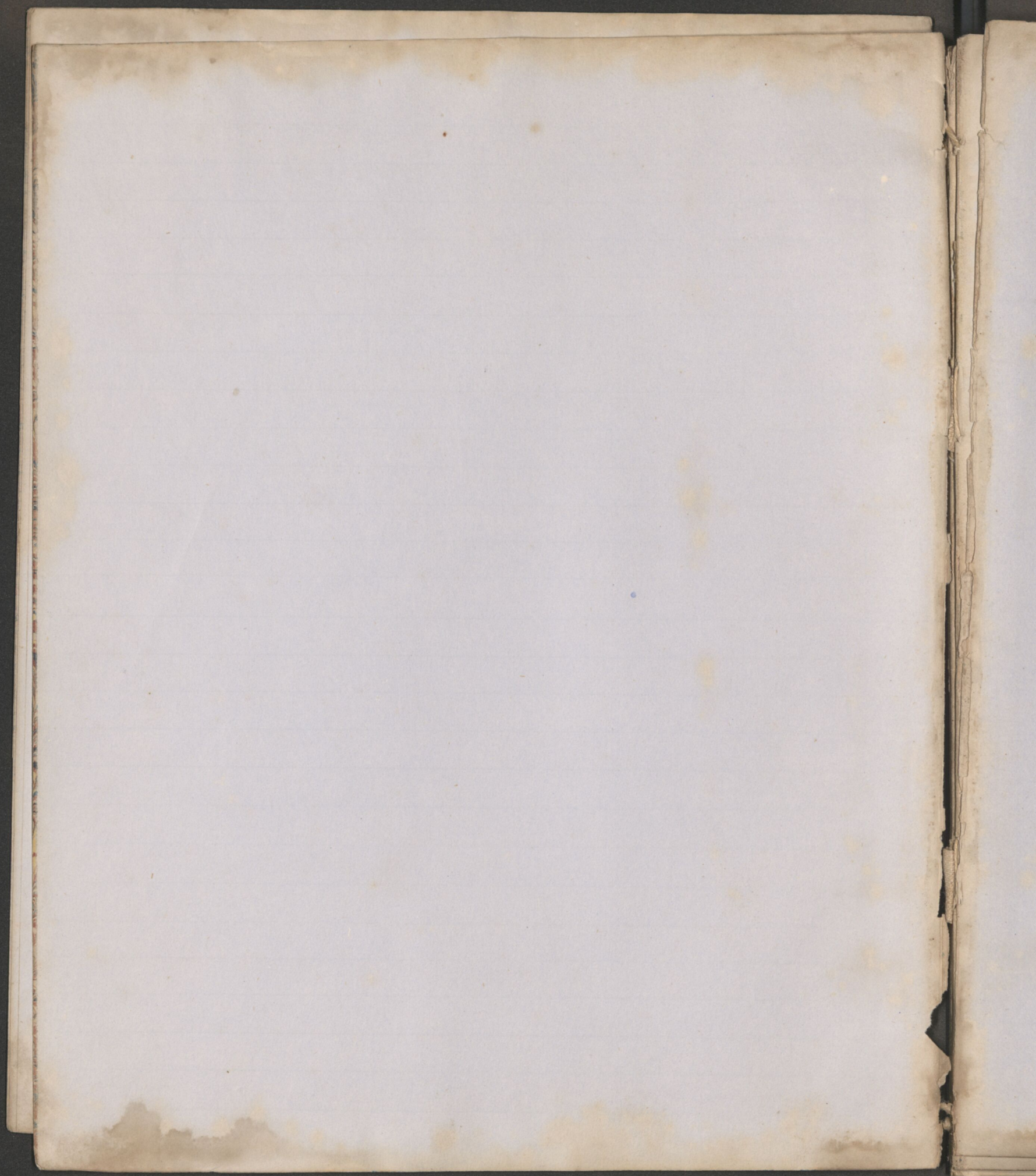
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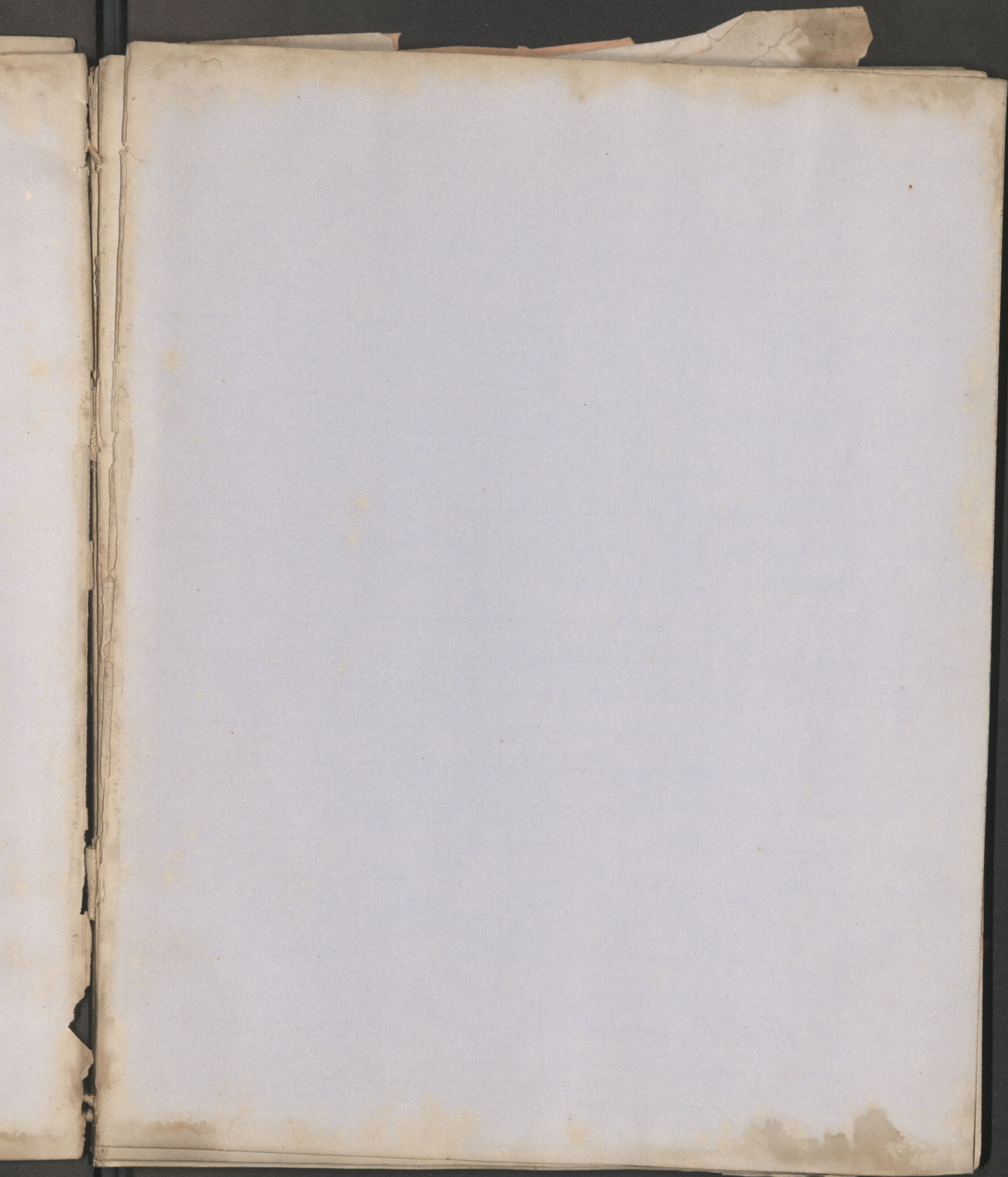
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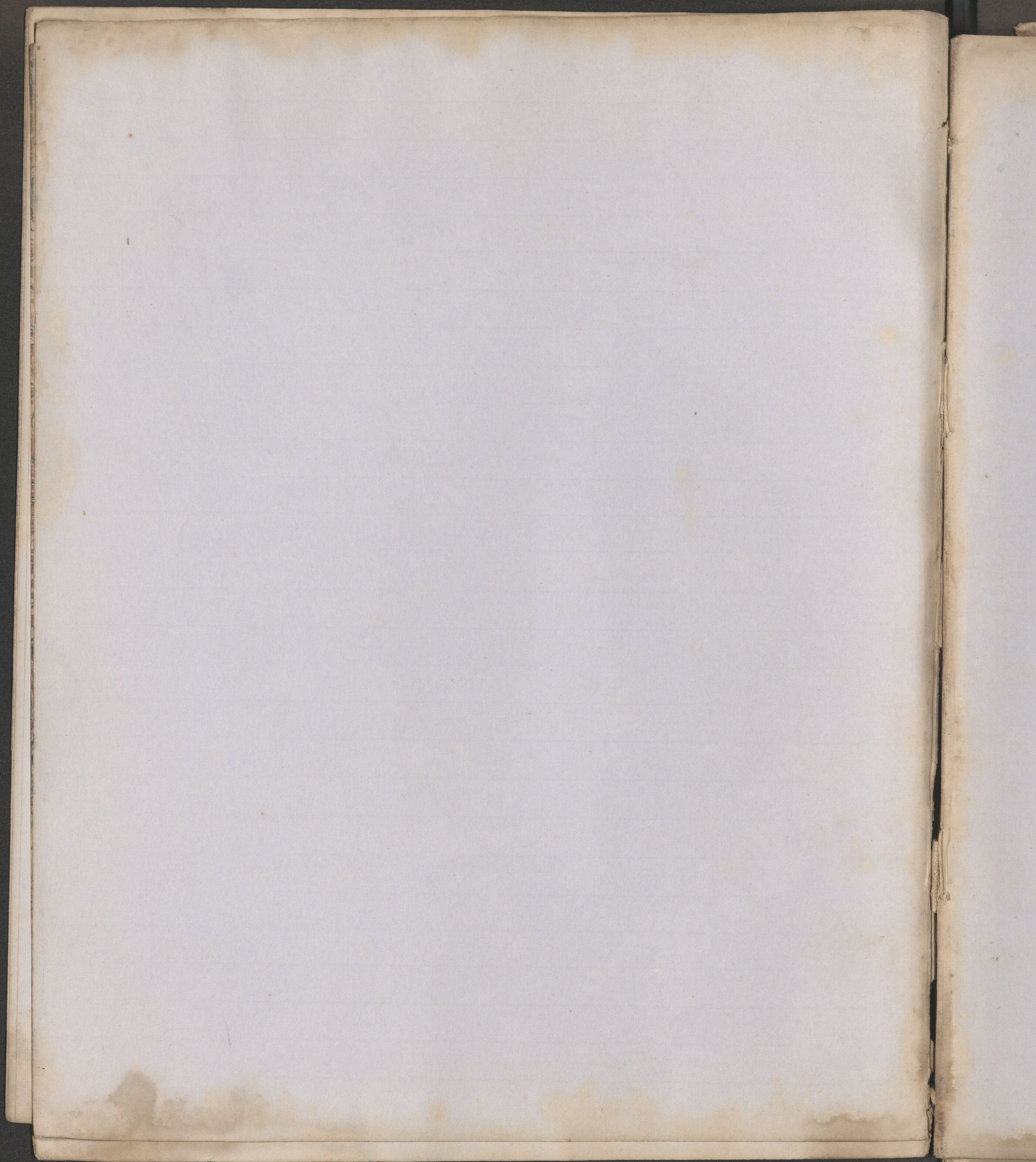
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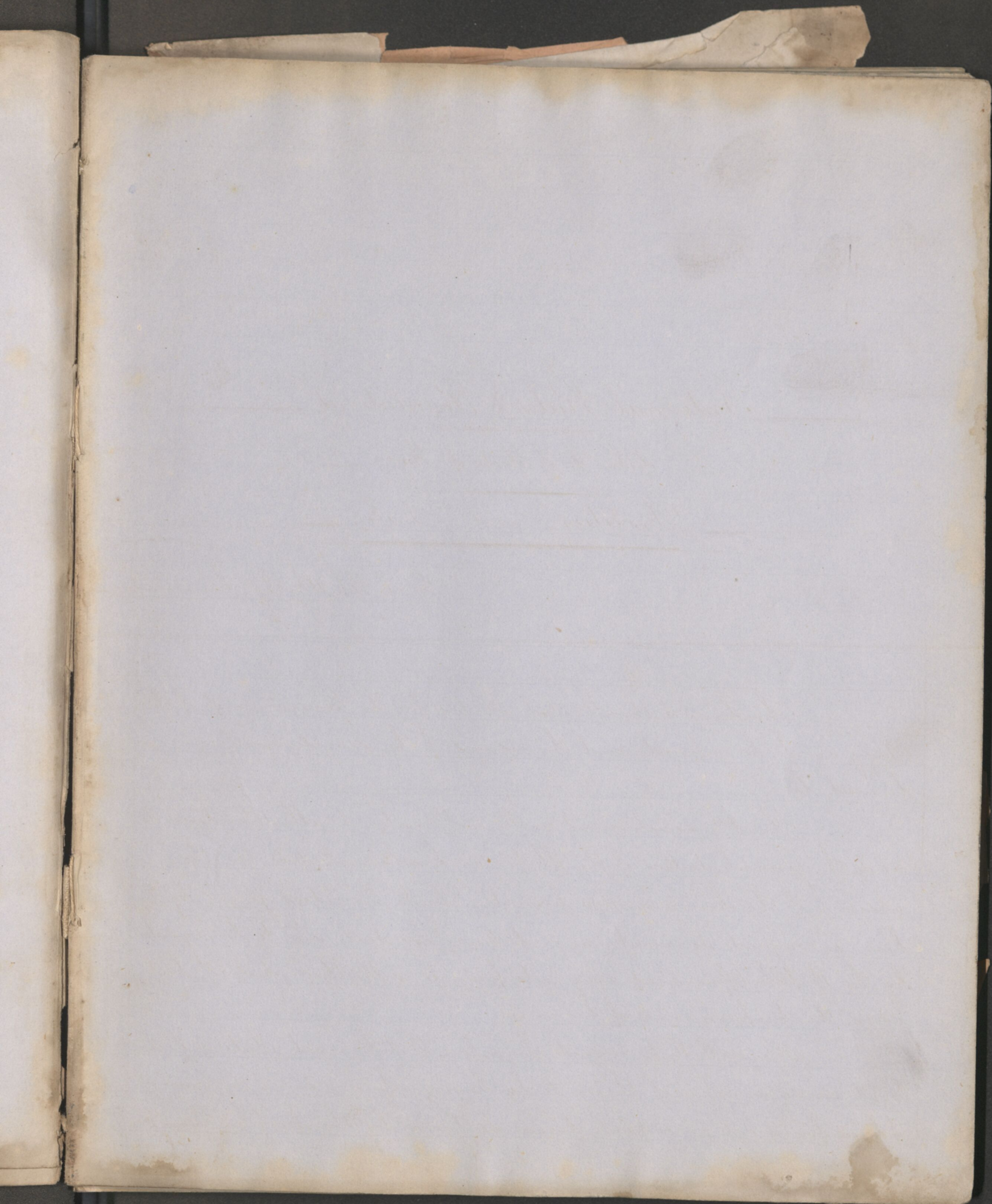
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Internal Rules & Regulations

of the U. S. Sloops of War

"Decatur" and "Dale."

Wm. C. Whittle Esq: Commander.

The laws of the United States for the Government of the Navy are to be enforced and the usages of the sea service conform'd to.

The 1st Lieutenant will superintend all departments and the general duties of the Ship, and when at sea in the absence of the Commander from the Deck no orders given by him in regard to making or taking in sail are to be regarded by the Watch Officers as any interference with their duties but as in the performance of his own.

He will keep correct Quarters, Watch, and Station Bills, and cause a copy of them to be hung up in some convenient place for a reference from time to time by the people. Every

Watch Officer, Passed, and other Midshipmen are to have a copy of these Bills.

He will require the Master, Boatswain, Carpenter, Yeoman and Sailmaker, to report to him at seven Bells in the morning watch the conditions of their respective departments. No Stores are to be issued by the Yeoman without the written order of the 1st Lieutenant nor is any article of Stores whatever to be expended without a specification of the use for which it is required.

The 1st Lieutenant will sign the weekly reports and monthly of the Warrant Officers before sending them to me.

He will have the Ship ready for inspection daily, on arriving in Port he will consult me before granting permission to Officers to visit the ship and his permission is not to extend beyond 10 O'clock p.m. no person can remain out of the Ship after that hour but by permission.

He will require the Surgeon to cause the coppers to be inspected daily at 9 O'clock and report their condition to him.

The Ship is never to be left without two commissioned Officers, or one Lieutenant and the Master. The Deck is always to be in charge of a Lieutenant or Master, in Port, as Passed Midshipman may occasionally have charge of a Watch.

Before taking charge of the Deck at sea the Officer relieving must be fully informed on the following points viz:

All orders yet to be executed.

The state the Ship is under.

The rate of sailing.

The state of the weather.

The bearing and character of all strange sails in sight the position of the Commodore and also that of the Ships ahead and astern.

In Port.

All orders yet to be executed

The range of the cable out and the state of the hawse.

The time of tide and state of the weather.

Reefs are never to be turned out without my order though sail may be reduced at the discretion of the Officer of the Deck.

At sea a look-out is to be kept at the Topmast head during the day. During the night one at each cat-head one on the Poop Deck, and one in the Lee Gangway.

All material changes in the weather and the discovery of strange sails are to be reported to me. All lights and fires on the Berth deck (excepting the Ship's corporal's and a lamp in the Ward-room) are to be extinguished at 8 O'clock p.m., and in the Stewage and Forward Officers cabin at 9 O'clock p.m., in the Ward-rooms at 10 O'clock p.m. and reported to me. No lights are to be allowed below after 10 O'clock p.m. without my permission except for Ship's duty.

Hands are to be stationed at the Lee sheets and halliards of all square sails set on the wind - they may be called off to work ship but must resume their stations

the moment the work is done. When all hands are called nothing except sickness will excuse the absence of any Officer or man from his station.

The Master must be called at six bells at sea to take the sun.

After the Decks are washed in the morning the Officer of the Deck will pay particular attention to the trim of the sails. He will see sheets clear, close hauled, sails taut up and all things in perfect order for the day.

In sailing with other ships of War the Signal Officer, liable to be called at all times will make himself perfectly acquainted with his duty as such and in the presence of a Flag Officer will particularly observe his ship. - no excuse will be taken for the slightest neglect of this duty.

The Magazine is never to be opened but by order of the commanding Officer nor until all lights and fires shall be extinguished. The 1st Lieutenant when not at Quarters and the Gunner at all times must be present.

No powder-horns, passing boxes, or anything containing Powder is to be kept in any other part of the ship than the Magazine or Arm-chests.

The Passed Midshipmen, and Midshipmen, will, each keep a Journal which must be submitted to my inspection on the first day of every month. They will also furnish me with the Latitude and Longitude at sea. They will never when in charge of a Boat allow the crew

to leave it but on duty. The Midshipmen of the morning watch will assist the Master in taking the Meridian altitude of the sun and the sights for the Chronometers. The crew will be exercised by Divisions at the great guns daily and at General quarters twice a week, they will go to quarters at 9 O'clock, a.m. for inspection of their arms, persons and clothing, and at Sun-down for inspection of batteries. The crew are to be mustered at their stations (occasionally) for working ships and for mooring and unmooring. Boats are never to be absent from the ship at meal hours when it can be avoided. Shore boats are not to be alongside excepting at meal times and the Master-at-Arms and Ships corporal then to be in attendance to see that nothing improper is passed into or out of the Ship. Boats when alongside are never to be left without boat-keepers, their fenders are always to be out and in warm weather their awnings are to be spread.

Officers and men to appear on deck but in the prescribed Uniform. The crew are to be clean shaved twice a week, Sundays and Thursdays and put on clean working clothes twice a week, Mondays and Thursdays, besides dressing as shall be directed on Sundays.

In Port, Tuesdays and Fridays are to be wash days. The Hammocks and bags, are to be scrubbed on the 1st, 10th, and 20th, of every summer month, and 1st, and 15th, of each winter months.

At sea the clothes are to be scrubbed in morning watches and the Hammocks at such times as the 1st Lieut^t shall direct. clothes are not to be kept about the Ship or hung anywhere but on the clothes lines between the rigging.

All clothes about the decks will be disposed of at auction or their owners furnished. clothes are not to be kept or scrubbed in the Boats.

The Marines will be allowed fresh water in port, to scrub their clothes.

The Lieutenant will parade the guard for the day at 9 O'clock, and report them to the 1st Lieutenant for inspection. The guard for the day will be excused from the duty of the morning watch to enable them to put their arms and accoutrements in order.

The 1st Lieutenant is responsible for the strict observance of the above regulations and he is hereby ordered to report to me any violation of them.

— No. 1. — The Corporal of the Guard will inspect the Ward-room and Berth-deck lights every half hour throughout the night and report their conditions to the Officer of the Deck who is charged particularly with the execution of this order.

— No. 2. — For General Quarters by daylight the usual beat of the drum.

General Quarters at night, a spring of the rattle. In both cases, the people will repair to their quarters at once, cast loose the guns on both sides and provide themselves with proper

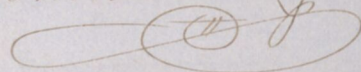
amid.

Quarters for Inspections will be the usual beat of
the drum, preceded by a roll.

(signed)

Wm. C. Whittle

Commanding



At sea,

Aug^t. 2nd 1853

t. of

Sanatory Regulations
for the

U. S. Squadron on the Coast of Africa.

General Orders.

Art: 1.—No Officer or man will be permitted to be on shore before Sun-rise or after Sun-set, this rule to apply, not only to the Continental Coast, but to Cape de Verde Islands.

Art: 2.—Boat excursions up Rivers, or hunting parties on shore are forbidden.

Art: 3.—Vessels when possible will anchor at a reasonable distance from the shore; far enough not to be influenced by the Malaria floated off by the land breeze.

Art: 4.—Convalescents from fever, and other diseases when condemned by Medical Survey are to be sent to the United States with the least possible delay.

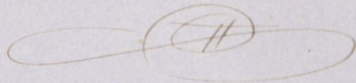
Art: 5.— When the general health of a Ship's company shall be reported as impaired by cruising upon the Southern or Equinoctial portions of the coast, the earliest possible opportunity will be given them to recruit by transferring the Ship for a time to the Canaries or other Windward Islands of the Station.

Art: 6.— Boat and shore duty involving exposure to the sun and rain; is to be performed so far as the exigencies of the service will permit, by the Kroomen employed for that purpose.

Art: 7.— All possible protection from like exposure is to be afforded to the Ship's company on board, and the proper clothing and diet as well as the ventilation and care of the deck, will be made a frequent subject for the inspection of the Medical Officers.

Art: 8.— These regulations are to be considered permanent, and each commanding Officer of the Squadron, in retiring from the Station will transfer them to his successor.

(signed), Wm Ballard Preston.



Navy Department.

January 23rd 1850.

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Commodore J. Mayo's
General Orders
for the
African Squadron.

Art: 1st — The Commander in Chief communicates to the men and Officers under his command, the following General Orders, for their guidance, and at the same time desires to impress upon them the necessity of implicit obedience to the laws enacted by Congress for the Government of the Navy, and the General Regulations issued from time to time by the Navy Department.

Art: 2nd — All Officers and men, are especially called upon to obey their Military superiors, with the most unhesitating promptness and no circumstances or temporary assignment to particular duty must ever be urged as an excuse for withholding from any Officer so employed that obedience which a Senior or Superior Commission, as recorded in the Navy Register, always entitles its possessor to demand, from every Junior member of the Naval profession.

Art: 3rd — The Commander-in-Chief particularly desires that all orders from himself whether conveyed by signal or verbally, whether they come in the shape of suggestions, or a direct command may be obeyed on the instant, without waiting for any reference to an intermediate commander, such reference can be made while the order is being obeyed; and he especially enjoins upon all commanding Officers the necessity of seeing that any order given by them or by any authorized Officer in the Ships under their command is obeyed with prompt alacrity.

Art: 4th — The Navy Department having furnished to each vessel of this Squadron, copies of the Instructions from the Bureau of Ordnance in relation to the preparation of vessels of War for Battle, the duty of Officers and others, when at Quarters, and having ordered that they be strictly observed, and enforced by all Officers of the Navy, the Commander-in-Chief requires that they be carefully complied with by all under his command.

Art: 5th — The Sanatory regulations for the African Squadron, issued by the Navy Department of 23rd January 1850 must be rigidly enforced by all commanding Officers.

Art: 6th — The General Order of the Navy Department of March 8th 1852, and January 1st and February 17th 1853, regulating the Uniforms of the Navy and of August 3rd 1853, prescribing the manner in which the Hair and Beard are to be trimmed must be strictly obeyed in the African Squadron.

Art: 7th — All Reports, Returns, and communications from

Officers and others of the Squadron intended for the Secretary of the Navy or the Commander-in-Chief, are to be sent unsealed to their immediate Commander, who will forward them to the Commander-in-Chief with such remark as he may deem proper, but a Commander when separated from the Commander-in-Chief may, if the Public interests require make a direct communication to the Department, sending a copy of the communication with reasons for making it to the Commander-in-Chief.

Art: 8th. — The Instructions received from the Navy Department by the Commander-in-Chief contain the following order which he hereby makes known to all under his command.

"You are to use all proper discretion under the Sanatory Regulations in giving to your Officers permission to go ashore and carefully enquire into their conduct on such occasions more especially preventing them if possible from incurring debts which they cannot discharge and using all your lawful authority to coerce them into payment."

(Signed) J. Mayo

Commander-in-Chief U. S. Naval Forces.

At sea. July 25th 1853.

Coast of Africa.

To Commander

Wm. C. Whittle

U. S. S. Dale.

General Order No. 2.

Art: 1st — As it is important to have correct returns of the names, national character, employment, cargoes, and all other particulars of vessels fallen in with by this Squadron, the Commander-in-Chief directs that monthly returns of every particular which it may be practicable to obtain shall be made to him by the Commanding Officers of the vessels under his command, these reports will be made conformable to the annexed form.

Vessels seen at sea, or at anchor, not boarded, or spoken, are to be noted in the report, whether their colors are distinguished or not.

It will be understood that U. States vessels of War do not claim the right to detain and board any other than vessels known to be American or those displaying the American Flag, though for purposes of intelligence, foreign vessels should be spoken and visited provided in the latter case there may be no objections interposed by the Masters of such vessels, and to ascertain this, permission should be asked either by trumpet from the Ship, or by the Officer commanding the boat when he arrives alongside, and whether given or not the boarding Officer is not to exhibit any unfriendly feeling.

Art: 2nd — The Commander-in-Chief directs that under no circumstances will any commanding Officer permit without resistance to the extent of his means any foreign vessel of

war, of whatever force or nation, the exercise of any assumed right of search, or visitation to board in his presence (he having first forbidden it) any vessel having the American flag displayed. He will use every vigilance in examining with his own Officers the vessel so displaying the American flag and if it be found that she has unauthorizedly hoisted the American flag, he will if there be no cause for her detention by himself immediately give notice to any vessel of War in sight that she (the vessel examined by him) has no right to his influence or protection.

The Commander-in-Chief desires to impress upon all under his command the expediency of endeavouring to conciliate by courtesy and tenders of service the friendly respect of all, of any nation with whom they may have intercourse afloat or on shore.

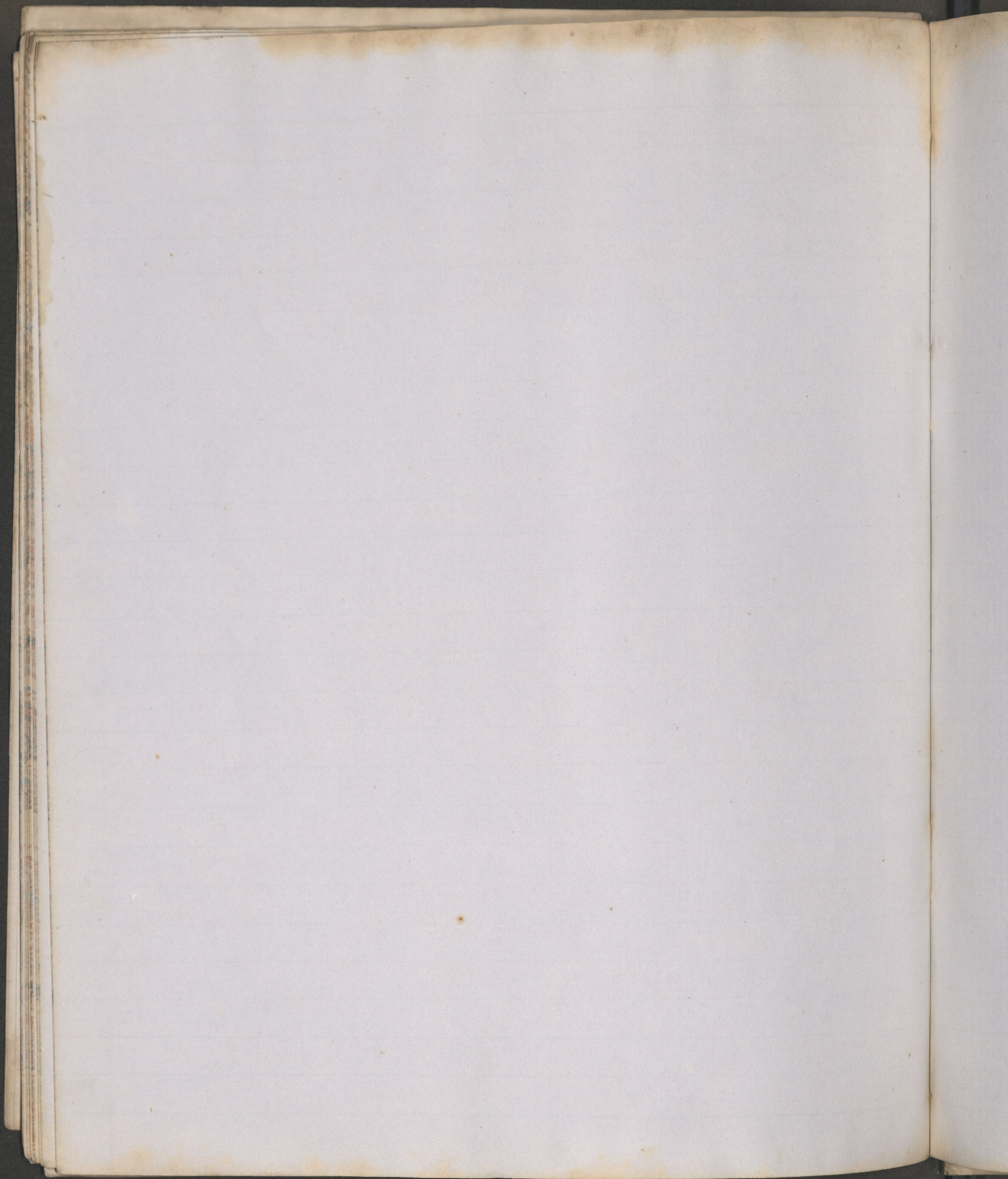
Art. 3rd.— All boats of the Squadron, excepting the smallest one of Briggs and the two smallest of all other vessels will be kept in readiness to be despatched at a moment's warning.

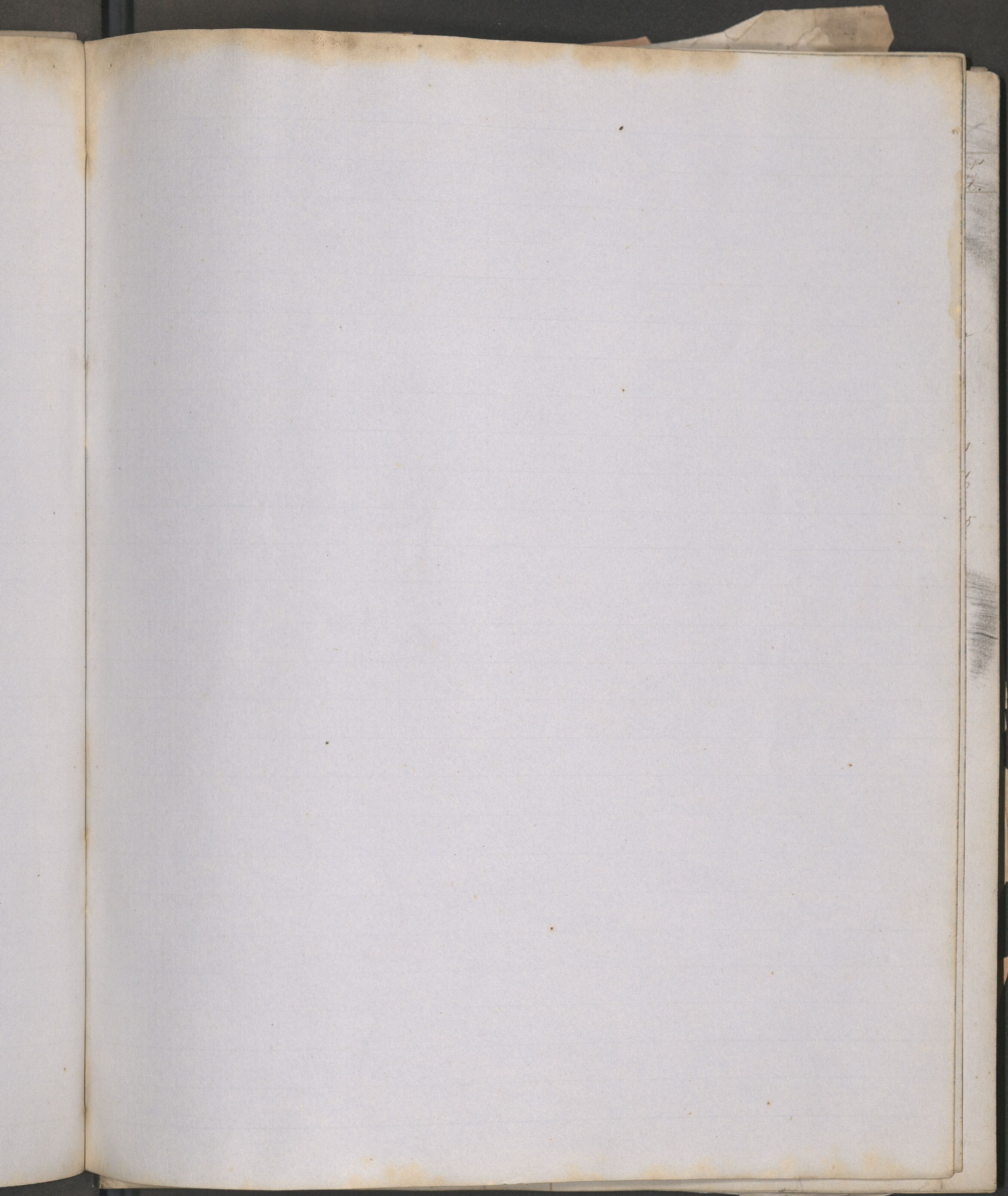
They will be Officered, manned, equipped and armed, as directed below.

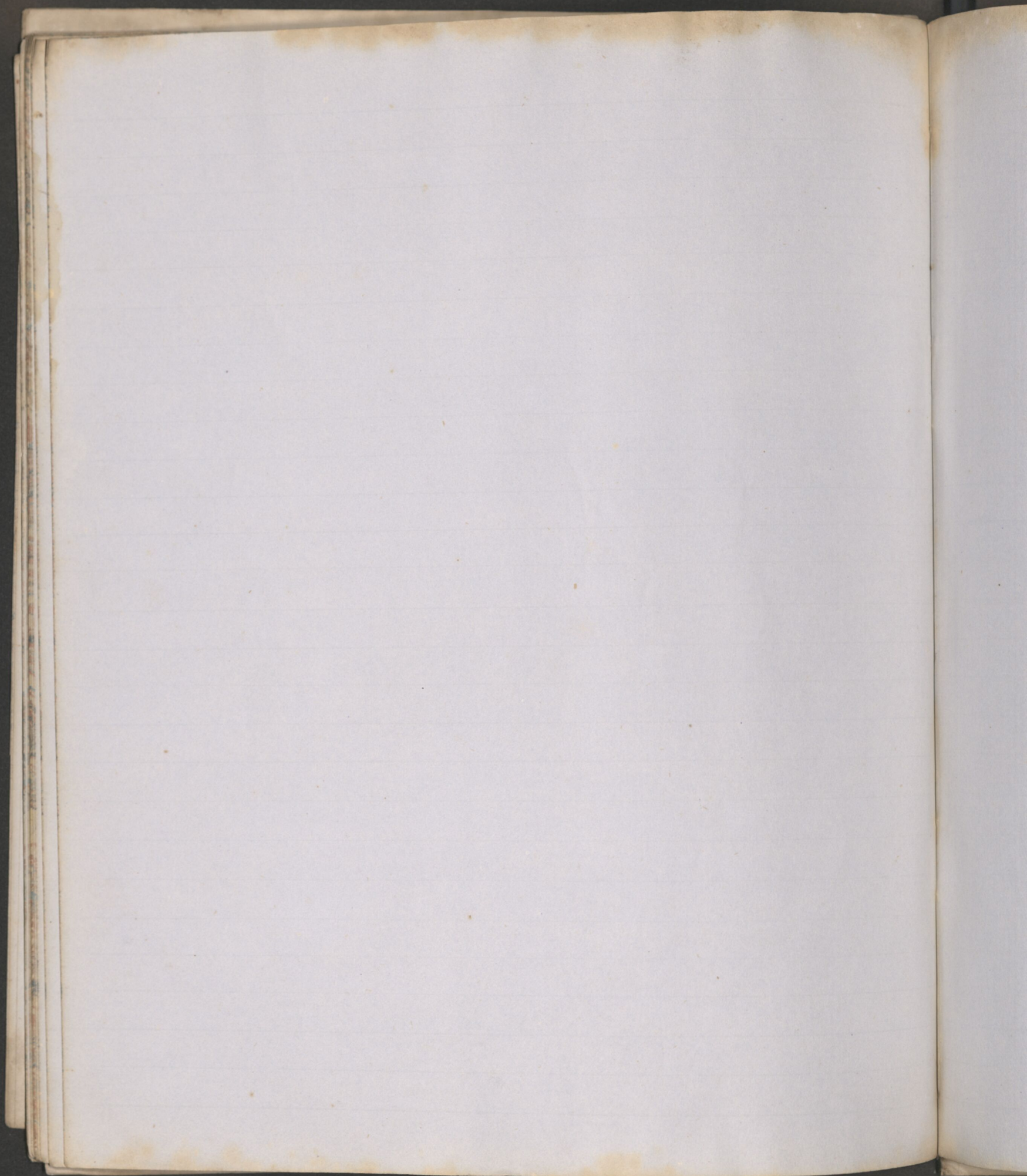
Equipment. The detachment from each ship to be under the command of such Lieutenant as the Commander may select, and each boat to be in charge of a competent Officer, the whole to be well manned. Besides the usual supply of oar, boat hooks, ground tackle, &c, each boat is to be provided with, masts, sails, awnings, hand lead and line, Ensign, pennants,

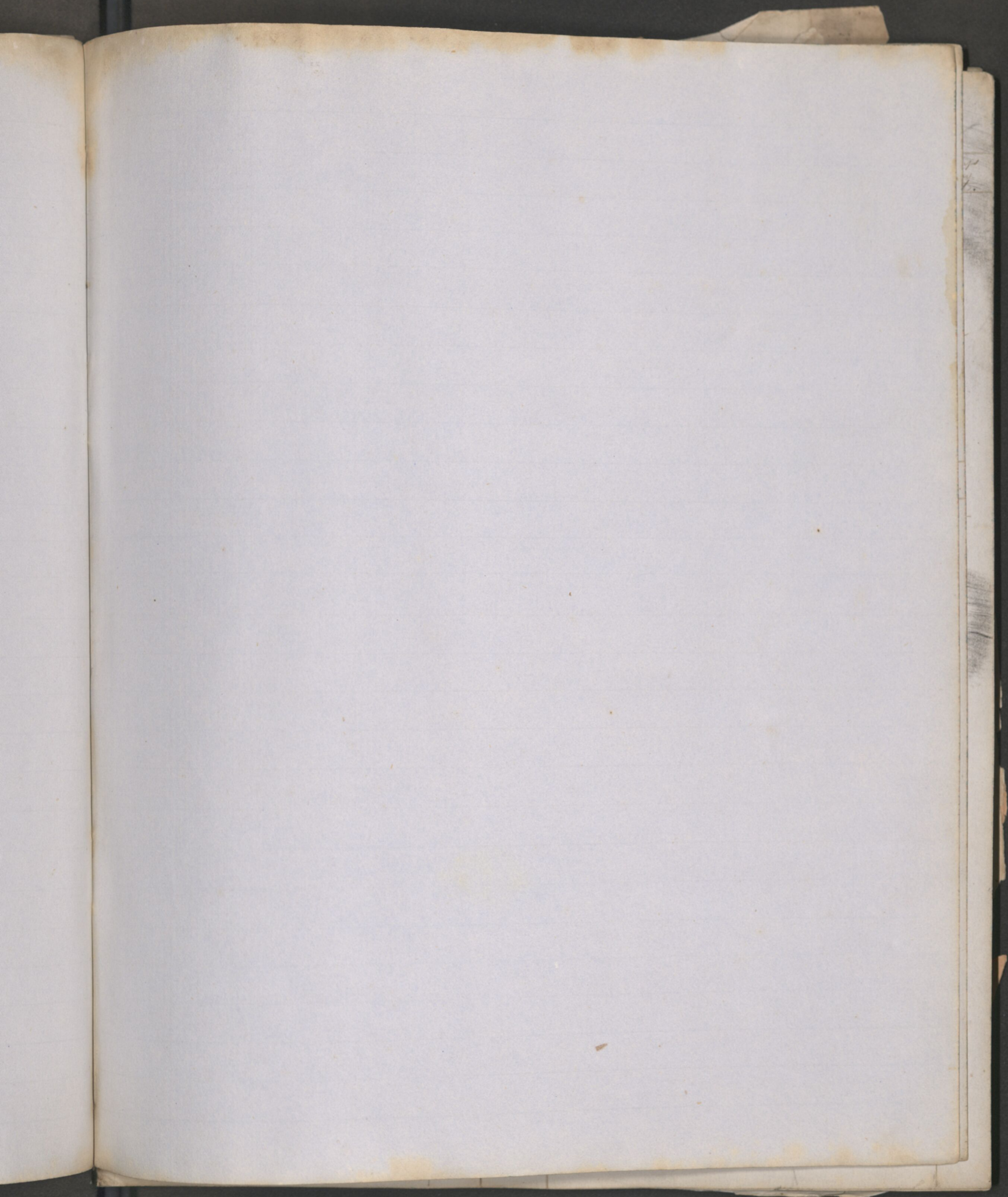
boat signals, and signal book, two lanterns with haulyards and
a sufficient supply of candles, a small ball of spun yarn, an
axe or hatchet, hammer and nails, two spare oars, and one
spare boat hook, one boat from each ship to carry a saw,
The senior Officer from each ship to carry a spy glass,

(6 pages)









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Abstract Log
of the
U. S. Flag Ship "Jamestown"

Jas. H. Ward Esq. - Commander.

Sailed from	Days Feb	Miles Sailed	Arrived in	Days May	Ports
Philadelphia Feb. 22 nd 1855	3		Hampton Roads Feb. 25 th 1855		
Hampton Roads Mar. 4 th -	"	254	Gosport N. Land Mar. 4 th -	31	
Gosport N. Land Apr. 6 th -	8	1291	Havana Cuba Apr. 14 th -	3	
Havana " 17 th -	1	113	Key West Florida " 18 th -	14	
Key West May 2 nd -	4		Cape St. Antonio (off) May 6 th -	"	
Cape St. Antonio " 11 th -	5	1184	Key West " 16 th -	24	
Key West Jun. 9 th -	29	4610	Madeira July 8 th -	13	
Madeira July 21 st -	2	259	Teneriffe " 23 rd -	14	
Teneriffe " 27 th -	5	932	St. Vincent Aug. 1 st -	1	
St. Vincent Aug. 2 nd -	2	132	Porto Praya (St. Lago) " 4 th -	14	
Porto Praya " 8 th -	26	3109	Madeira Sept. 3 rd -	36	
Madeira Oct. 9 th -	5	338	Palmas (S. Larrany) Oct. 14 th -	5	
Palmas " 19 th -	4	854	Porto Grande (St. L.) " 23 rd -	6	
Porto Grande (St. L.) " 29 th -	1	164	Porto Praya (St. Lago) " 30 th -	13	
Porto Praya (St. Lago) Nov. 12 th -	14	1186	Monrovia Nov. 26 th -	14	
Townd		14476			

Sailed from	Days from Sea	Miles Sailed	Arrived in	Days from Port
Forwards		14476		
Monrovia	Dec. 1 st 1855	5	262 Cape Palmas, Lof A,	Dec. 6 th 1855 2
Cape Palmas (Lof A,	" 8 th "	3	420 Elmina	" 11 th " 2
Elmina	" 13 th "	1	89 Accra	" 14 th " 1
Accra	" 15 th "	1	80 Quitta	" 16 th " 1
Quitta	" 17 th "	1	92 Wydah	" 18 th " 1
Wydah	" 19 th "	8	505 Princes Island	" 27 th " 6
Princes Island	Jan 2 nd 1856	14	1497 St. Pauls de Loando	Jan 16 th 1856 6
St. Pauls de Loando	" 22 nd "	31	3415 Porto Praya	Feb 7 22 nd " 5
Porto Praya	Feb 27 th "	1	Brava	" 28 th " "
Brava	" 28 th "	1	270 Porto Praya	Mar 1 st " 56
Porto Praya	Apr 26 th "	20	2348 Madeira	May 16 th " 70
Madeira	July 25 th "	11	1266 Tangier (Morocco)	Aug. 5 th " 1
Tangier (Morocco)	Aug. 6 th "	6	715 Santa Cruz (de Tenerife)	" 12 th " 44
Santa Cruz	Sept 25 th "	1	55 Palmas (G. Canary)	Sept 26 th " 1
Palmas	" 27 th "	5	961 Porto Praya	Oct. 2 nd " 7
Porto Praya	Oct 9 th "	8	424 cruising between Agao & Porto Praya	" 17 th " 15
Porto Praya	Nov 1 st "	14	772 Sierra Leone	Nov. 15 th " 6
Sierra Leone	" 21 st "	7	286 Monrovia	" 28 th " 4
Monrovia	Dec 2 nd "	6	241 Cape Palmas	Dec. 8 th " 1
Cape Palmas	" 9 th "	7	460 Elmina castle	" 16 th " 2
Elmina castle	" 18 th "	3	8 Cape Coast castle	" 18 th " "
Cape Coast castle	" 20 th "	1	74 Accra	" 22 nd " 1
Accra	" 23 rd "	1	99 Quitta	" 24 th " "
Forwards		28815		

Days out Port.		Sailed from	Days at Sea	Miles Sailed	Arrived in	Days out Port.
		Forward.		28815		
2		Luitta	Dec. 24 th 1856	12 1103	Monrovia	Jan 5 th 1857 8
2		Monrovia	Jan 13 th 1857	12 1091	Porto Praya	" 25 th " 20
1		Porto Praya	Feb 7 14 th "	3 431	Bathurst (Cambia)	Feb 7 17 th " 14
1		Bathurst	" 21 st "	2	Goree (off)	" 23 rd " "
1		Goree (off.)	" 23 rd "	3	Porto Grande	" 26 th " 1
6		Porto Grande	" 27 th "	1 199	Porto Praya	" 28 th " 21
6		Porto Praya	Mar 18 th "	1 223	Porto Grande	Mar 19 th " 6
5		Porto Grande	" 25 th "	1 164	Porto Praya	" 26 th " 25
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Commodore J^{ho}. Crabbes

General Orders

for the

African Squadron.

General Order No. 1.

The Executive of the United States having appointed me to command the U. S. Naval Forces, on the West Coast of Africa, discipline and good order require the publication of certain instructions for the guidance, government and proper understanding of said forces. It is therefore directed that Captains and Commanders of vessels of war comprising the naval forces of the U. States on the Coast of Africa, do comply with, and cause to be observed the following General Orders besides such further instructions and orders, as I shall hereafter deem proper to publish for their guidance in the discharge of their various functions.

Article 1st—A strict and faithful observance of the "Act for the better government of the Navy of the United States approved April 23rd 1800," "An Act to provide a more efficient discipline for the Navy approved March 2nd 1855," and of the existing Rules

and Regulations of the Navy is enjoined upon all Officers and other persons under my command.

Article 2nd— Each Captain and Commander in this Squadron, after arriving in Port, will prepare with dispatch and hold in readiness, the ship under his command, for immediate service, which he will report to me. He will adopt a system for the internal police of the ship under his command comprehending whatever can have the slightest tendency to insure the greatest efficiency.

Article 3rd— The table regulating the number of Officers and crews of the different vessels of war will be rigidly adhered to and no increase in the established number in each grade will be permitted.

Article 4th— No alteration will be made in the uniformity of the painting of the different ships of this Squadron, or in the arrangement of the state rooms, decks, bulk heads, hatches, &c, without my consent.

Article 5th— On the first Wednesday of every month there will be a general muster, of the Officers and crews of each ship in this Squadron, and the "Act for the better government of the Navy of the United States", and portions of "An Act to provide a more efficient discipline for the Navy" will be read in an audible tone from the Quarter-Deck of each Ship in the Squadron.

Article 6th— No other duties than those required by discipline and the regulations of the service, and the exigency of occasion

will be exacted on Sunday. At half past 10 O'clock on every Sunday morning divine worship will be performed, in the different Ships of the Squadron having Chaplains on board. A white pennant with a red cross, hoisted at the Mizzen royal mast head, and kept flying during church service, will indicate its beginning and continuation.

Article 7th— The respect and subordination due from inferior Officers, to their superiors, and that courtesy which superiors should extend to their subordinates, will be as fully expected, and as much enjoined upon Officers on shore, as on board their respective ships.

Article 8th— On entering ports, when in presence of the Flag ship, Captains and Commanders, will obtain permission from the Commander-in-Chief, before granting leave to visit or communicate in any manner with the shore.

Article 9th— All punishments inflicted on board the different ships of this Squadron will be entered upon the log book, reciting the names of the persons, and amount of punishment; for what crime or fault inflicted, and the names of the Officers reporting the offending persons.

Article 10th— For the preservation of health, cleanliness, and justice, it is directed that no arrest, or suspension of Officers, or confinement of men, shall continue longer than ten days, unless reported to me within that period for further action; After a man has been confined in irons, for the above period, no other punishment will be inflicted without my know-

ledge, when it is practicable to inform me.

Article 11th— In the case of ships cruising apart, when the offences of a commissioned Officer, or a warrant Officer, are of an unpardonable nature, and when no trial can be afforded him, such offender may be legally arrested and detained in arrest, for a period of thirty days, during which time if he continued to act in obedience to the orders of the service, he shall be allowed the indulgence due to his rank, for recreation and exercise, except the use and freedom of the Quarter deck and poop; and if at the expiration of thirty days no opportunity shall have occurred of reporting such arrest to me, and obtaining my sanction, thereon, such offender shall again be arrested, and treated in a similar manner, if suitable redress or reparation cannot be made.

Article 12th— Small stores will be charged by the Purser to the Officers and crew in the same manner that shop clothing is charged, keeping an account of the items and prices of the articles issued, and they will not be charged as cash paid, nor receipted for as such. Purser however will credit their accounts with the purchase money paid for small stores and stuffs for clothing as cash expended.

Article 13th— No Officer or other person in the Squadron, under twenty one years of age will be allowed to draw the spirit portion of his ration, and all who may relinquish that portion will be paid for the same in money at the end of the month or quarter, according to the estimated value. Changes in the Navy

rations, or substitutes for any part or parts thereof, will only be made upon the written order of the Captain or Commander, and the necessity for making the change explained to me upon joining the Flag Ship.

Article 14th— No sale of articles will be allowed nor are they to be sent on shore or exchanged, that can in any way be construed into a violation of the revenue laws of any foreign country; nor without the written order of the Captain or Commander of the ship, and the circumstances having been first reported to me, if present.

Article 15th— The first order of duty in the Squadron, is, that the ships comprising it follow the motions of the Flag Ship with or without signal. Hence no action can be taken on board the Flag Ship, that may extend to the Squadron without my previous knowledge and approval. It will therefore be the duty of the Captain or other Officer commanding the Flag Ship faithfully to sustain the general orders for the conduct of the Squadron. He will give careful attention to the order of sailing, and the manœuvres and duties of the Flag Ship, to prevent accident or confusion in the Squadron.

The course of sailing given to the Flag Ship will never be deviated from without my knowledge or order.

The Captain or Commander will see that the Master provides proper charts, for the safe navigation of the Ship, for the faithful providing of which the Master will also be held responsible.

He will direct the Master to mark the true position of the Ship upon the chart of the Commander-in-Chief daily, at meridian and at 8 O'clock in the morning and evening.

He will report changes in the weather particularly when in company with the Squadron, remarkable occurrences, strange sail, and all real or seeming imperfections in the sailing or operations of the other ships to the Commander-in-Chief, that he may be enabled to make immediate provisions for all emergencies. Upon all occasions of duty connected with the Squadron he will consult me and communicate his wishes in reference to the Ship under his command. When about to punish offenders publicly he will inform me of his intention.

Article 16.th—When the Flag ship is cruising separately from the Squadron, he will command her in the same manner and with equal privileges as the Captain of any other ship in the presence of the Commander-in-Chief.

Article 17.th—Difficulties both disagreeable and painful having arisen from the practice of Officers visiting the shore in foreign ports, without their proper uniform, and this being unusual in the conduct of Officers belonging to other Naval powers, and wrong in itself, Captains and Commanders will carefully see that none of the Officers or men under their command ever visit the shore in foreign countries without their uniform, and in case of Officers, without some distinctive

badge of grade or rank.

Article 18th— Should it become necessary to report Officers or men for illegal or improper conduct such reports must be made with formality to enable me to act promptly and advisedly. These reports will be made in writing stating the cause of complaint and all the attendant circumstances, that such redress may be rendered as the nature of the case may require. Captains and Commanders will be held responsible for such reports.

Article 19th— The channel of communication with the Navy Department for all Officers and other persons attached to the Squadron must be through the Commander in-Chief, or in his absence, through the commanding Officer of the Squadron, and such communications will only be received through the commanding Officer of the person making them.

Article 20th— When cruising apart where delay or injury to the public service might ensue from the rigid observance of the foregoing order, the Captain or Commander of the vessel cruising apart is authorized and enjoined to communicate directly with the Department upon such subjects as would furnish interesting information to our fellow countrymen, or anything in connection with commerce or our foreign political relations. Each communication must be reported with all convenient haste. It will be recollected that occurrences antecedent to separation from the Flag Ship are not embraced in the above exceptional permission.

Article 21st — It is expressly forbidden to receive on board of any ship of this Squadron brute animals of any description for transportation unless required for immediate use or sustenance of the Officers and crew.

Article 22nd — For the introduction on shore of all articles requiring a permit application must be made to the United States Consul where there is one residing, describing therein the different kinds of articles and their number, and quantity signed by the Officer or person applying for such permit, and the Captain or Commander of the Ship.

Article 23rd — The attention of Captains and Commanders in the Squadron is directed to the following extract from the instructions (special in their character) given by the Honble Secretary of the Navy to the Commander-in-Chief:

"You will use all proper discretion in giving to Officers and men permission to go on shore, and carefully enquire into their conduct on such occasions, especially preventing if possible any one incurring debts which he cannot promptly discharge and using all your lawful authority to co-erce payment."

"It is hoped and believed that every Officer of the Squadron under your command will zealously co-operate with you in maintaining the strictest discipline."

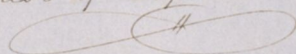
"Nothing has tended more to lessen the attachment of the Nation to its Navy than the frequency with which Courts Martial have occurred."

"It is confidently hoped that no cause for such pro-

ceedings will arise during your cruise."

(signed) Thomas Brabbe

Commander-in-Chief U. S. Naval Forces
Coast of Africa.



U. S. Flag Ship "Sainvestown"

At Sea, August 13th 1855.

General Order
No. 2.

The following reports will be made to the Commander-in-Chief, at the various periods specified.

Article 1st—Captains and Commanders will cause the chain cable to be frequently examined by the 1st Lieutenant Master, and Armourer, and particularly before going into port. When cruising to see that they are sound and in good condition, and that the pins, foulocks, shackles &c, are properly fitted and sound.

Quarterly reports of the quantity and condition of the chain cables, on board each ship will be made to me.

Article 2nd—A quarterly report of the quantity of powder on board each ship will be made. Should an unusual deficiency be discovered at any time, the Commander-in-Chief is to be informed of the fact.

Article 3rd—Quarterly returns will be made to me from each ship, of the sea stores received, expended, and remaining on hand in each department, the articles being enumerated in the order in which they stand upon the allowance book.

Article 4th—Quarterly and complete returns of the Officers of each ship in the Squadron, reciting rank signed by the Purser and approved by the Captain or Commander, will be furnished to me for transmission to the Hon^{ble} Secretary of the Navy.

Article 5th—Abstract monthly returns of the Officers and crew of each ship reciting rank, deaths, desertions, transfers and discharges will be furnish to me on the first day of each month.

Article 6th—Monthly reports of Masters as directed by circular of March 18th 1853, are to be particularly attended to.

Article 7th—Quarterly returns of provisions, clothing, and small stores, received issued and remaining on hand in each ship will be regularly made out by the Purser, including therein the prices furnished by the Navy Agent, or Naval Store Keeper, and forwarded to the Chief of the Bureau of Provisions, and clothing, on the first day of each Quarter in conformity with the printed forms and circular from the Bureau dated September 10th 1842.

Article 8th—When in port on every Monday, weekly reports of the sick, prisoners, and Marine Guard, of each ship will be transmitted to the Flag Ship at 10 O'clock in the morning.

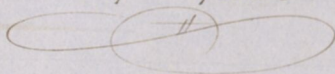
Article 9th—The Quarterly muster and pay rolls required by the regulations or general orders, must be made up as soon as practicable after they are due and forwarded to the 4th Auditor, or the Commander-in-Chief by the first opportunity.

Article 10th—Bi-monthal returns of punishments, desertions, discharges, deaths, and enlistments, the latter with the

names alphabetically arranged and signed by the Purser of the
respective ships of the Squadron will be made to me to be
forwarded to the Navy Department.

(signed.)

Thomas Crabbe
Commander-in-Chief U. S. Naval Forces.
Coast of Africa.



— General Order —

— No. 3. —

In order that due courtesy and respect should be shown to rank, the following salutes are directed to be observed by Officers in boats, viz:

1st — Captains and Commanders in passing the broad pennant of the Commander-in-Chief will lie upon their oars. All other Officers will toss their oars until passed and all Officers will raise their hats or caps.

2nd — Commanders in passing Captains will ease their oars, and raise their hats or caps until the Captain is passed.

3rd — Lieutenants and other Ward-room Officers in passing the pennants of Captains and Commanders, will lie upon their oars. Warrant Officers will toss their oars.

4th — Warrant Officers in passing the boats of Lieutenants and other Ward-room Officers will lie upon their oars.

5th — Officers of corresponding rank passing in boats will salute by raising their hats or caps.

6th — When boats approach the same ship or Wharf at or about

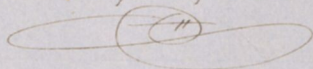
the same time the Junior will lie upon his oars and allow his Senior to land or go on board first.

7th — Ward-room Officers will come to and leave the ship on the Starboard side.

8th — Whenever boats are running the same way the Junior Officer will not pass ahead of his Senior, unless going upon urgent duty of which he will inform his Senior, and ask leave to proceed.

9th — Officers of the Squadron will not fail to extend and reciprocate similar courtesies to all foreign dignitaries and Officers according to their rank when meeting or passing in boats.

(signed) Thomas Crabbe
Commander-in-Chief U. S. Naval Forces.
Coast of Africa.



U. S. Flag Ship *Sarrestown*
At sea, August 13th 1855.

General Order.

No. 4.

Article 1st.—The Navy Department having furnish to each vessel of this Squadron, from the Bureau of Ordnance, copies of the "Instructions in relation to the preparation of vessels of war for battle; to the duties of Officers and others when at Quarters; and to Ordnance and Ordnance Stores," and having ordered that they be strictly observed and enforced by all Officers of the Navy, the Commander-in-Chief requires that they be carefully complied with by all under his command.

Article 2nd.—The "Sanatory Regulations for the Squadron on the Coast of Africa" issued by the Navy Department on the 23rd January 1850, must be rigidly enforced by all commanding Officers.

Article 3rd.—Whenever it shall become necessary to purchase any article or articles for the use of the African Squadron or a single ship, the Commander of the Squadron or single ship as the case may be, will forward by the first opportunity a copy of the bill or bills for the articles so purchased to the proper Bureau accompanied by a statement of the reasons making the purchase

necessary in order that the several Bureaus may be kept fully advised of the open purchases on foreign stations.

Article 4th—The general order of the Navy Department of March 8th 1852, and all other orders regulating the uniform of the Navy, must be strictly obeyed in the African Squadron.

Article 5th—Surveys of the sick or infirm will not be ordered unless an opportunity occurs of sending the invalid or invalids to the U. States. In the meantime all requests for surveys of the sick or infirm will be entertained by me, or in my absence by the Commanding Officer in port, and when such opportunity does occur the Fleet Surgeon or a Board of Medical Officers shall be appointed to examine the hospitals of the different ships and report to me upon the necessity for a survey.

Article 6th—No commanding Officer in port in my absence will order a survey of the sick or infirm or send invalid persons to the U. States without my express orders.

Article 7th—Requisitions for Medicines, Surgical Instruments, &c, for the use of the different ships will first be sent to the Surgeon of the Fleet for his examination and approval before being presented to the Commander-in-Chief for his approbation.

Article 8th—The circular dated October 25th 1843, in regard to medical surveys of Officers and the General Order of the Navy Department dated December 22nd 1854, in relation to the survey of others will be strictly attended to by the surveying Officers in making their reports.

Article 9th— Purser attached to this Squadron requiring money will in all cases when the Flag Ship is present, first ascertain if they can be supplied by me. if not, they will then draw their Bills for small amounts in my favor on Mess^{rs} Baring Brothers & Co. London. A letter of advice must accompany each Bill drawn. Should however circumstances be such as to make it more convenient for the Purser of the different ships attached to the Squadron, to negotiate Bills drawn upon the United States, they will by the direction and in favor of their respective Captains or Commanders; draw and negotiate such Bills and for such amounts as are required payable at sight upon the Navy Department.

Article 10th— Each Captain and Commander will direct the Purser of his Ship, in making such requisitions to designate particularly the objects for which money is required and to specify the amount under each of the following appropriations, viz: Pay of Officers and crew of boat, Provisions and clothing, Hospital, Repairs and contingent, in full conformance to the circular of the Navy Department dated March 28th 1835.

(signed)

Thomas Crabbe.

Commander-in-Chief U. S. Naval Forces.

Coast of Africa

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U. S. Flag Ship "Sarratow"

At Sea, Aug^t. 13th 1835.

General Order

No. 5.

All boats of the Squadron, excepting the smallest of Brigs, and the two smallest of all other vessels, will be kept in readiness for immediate despatch. They will be Officer'd, manned, equipped, and armed as described in the "Instructions in relation to the preparation of vessels of war for Battle &c. viz:

If it is intended that the boats shall be sent on distant service that will keep them separated from the vessels to which they belong for several days (of which the Senior Officer in command will be informed) they are to be furnished with their proper masts, sails, and awnings, with appendages for their use; a set of oars complete, and spare oar for one thwart, fitted with laniards long enough to hang alongside in the water; with some proper material for muffling the oars in case it should be required; two light hand grapnels with a fathom of light chain, and five fathoms of line; two boat hooks; an anchor and chain or rope; boat's compass, lantern and candles, tinder, flint and steel; lead and line; two battle or other axes; sheet lead and tacks; a ball

of Spungam; a bucket and tin pot; a vessel for cooking; a box or bag of sand to make a fire place in the boat; and a few billets of wood if deemed necessary.

Fishing lines and hooks; colors and signals, tourniquettes, and such provisions as the nature of the intended service may require; a good tarpaulin to cover ammunition &c. One boat from each ship to carry a saw, and the senior Officer from each ship to be provided with a spy glass.

For attack upon vessels or other objects which will not probably require a long absence from the ships, the provisions, cooking arrangements, fishing lines and hooks, and such other articles as may not be deemed necessary can be dispensed with.

Provisions—In order that articles sufficient to maintain the men in their absence, may always be in readiness the Commander in Chief directs that for each boat there shall be prepared and kept in the spirit room of each vessel one or more breakers filled with fresh water and sufficient in quantity to provide two gallons for each person,—these breakers to be marked with the names of the boats for which they are respectively intended—There will also be kept in the bread room a painted bag for each boat marked in similar manner, and constantly filled with a sufficient supply of bread to allow each person two pounds.

Whenever it is intended to send a boat away from the ship at sea, or outside of any harbor, or roadstead, these articles with a compass will always be passed into her."

— Armament — Each person not a rower is to have a carbine and bayonet, and every person a pistol and sword or pike.

Each boat to have an ample supply of suitable ammunition and the necessary accoutrements, appurtenances &c, as also two rockets, two blue lights, and two false fires.

Saunders of Ships to carry a boat gun if practicable, when carrying this gun the crew will be armed with swords.

Should Marines accompany any of the boats, they will use their proper arms.

Hooks or buckets should be fitted for the reception of small arms under the gun-wale of the boat, and a piece of painted canvas tacked to it, so as to fall over, and cover the arms.

(signed)

Thomas Crabbe

Commander-in-Chief U. S. Naval Forces.

Coast of Africa.

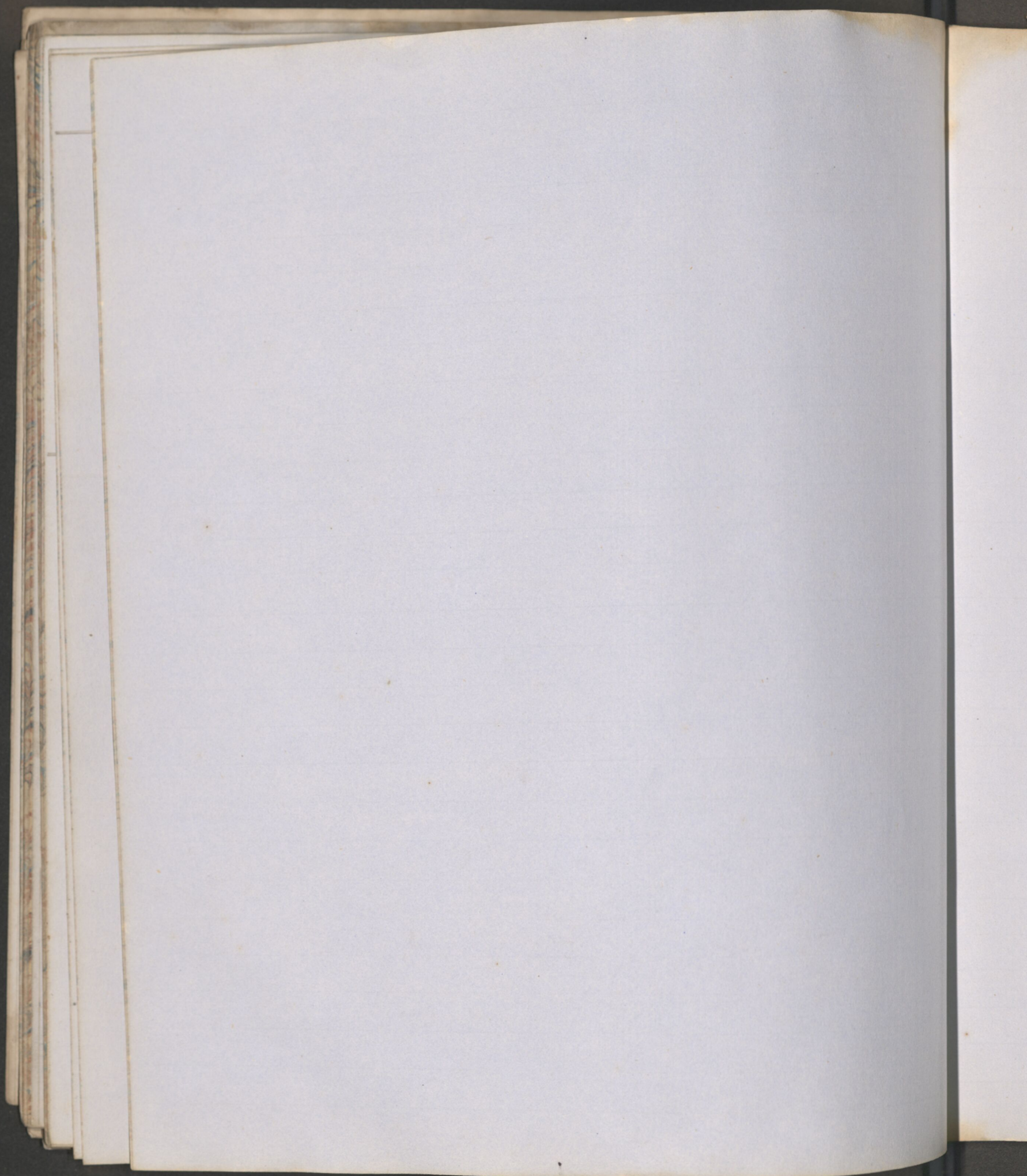
U. S. Flag Ship "Sarratow"

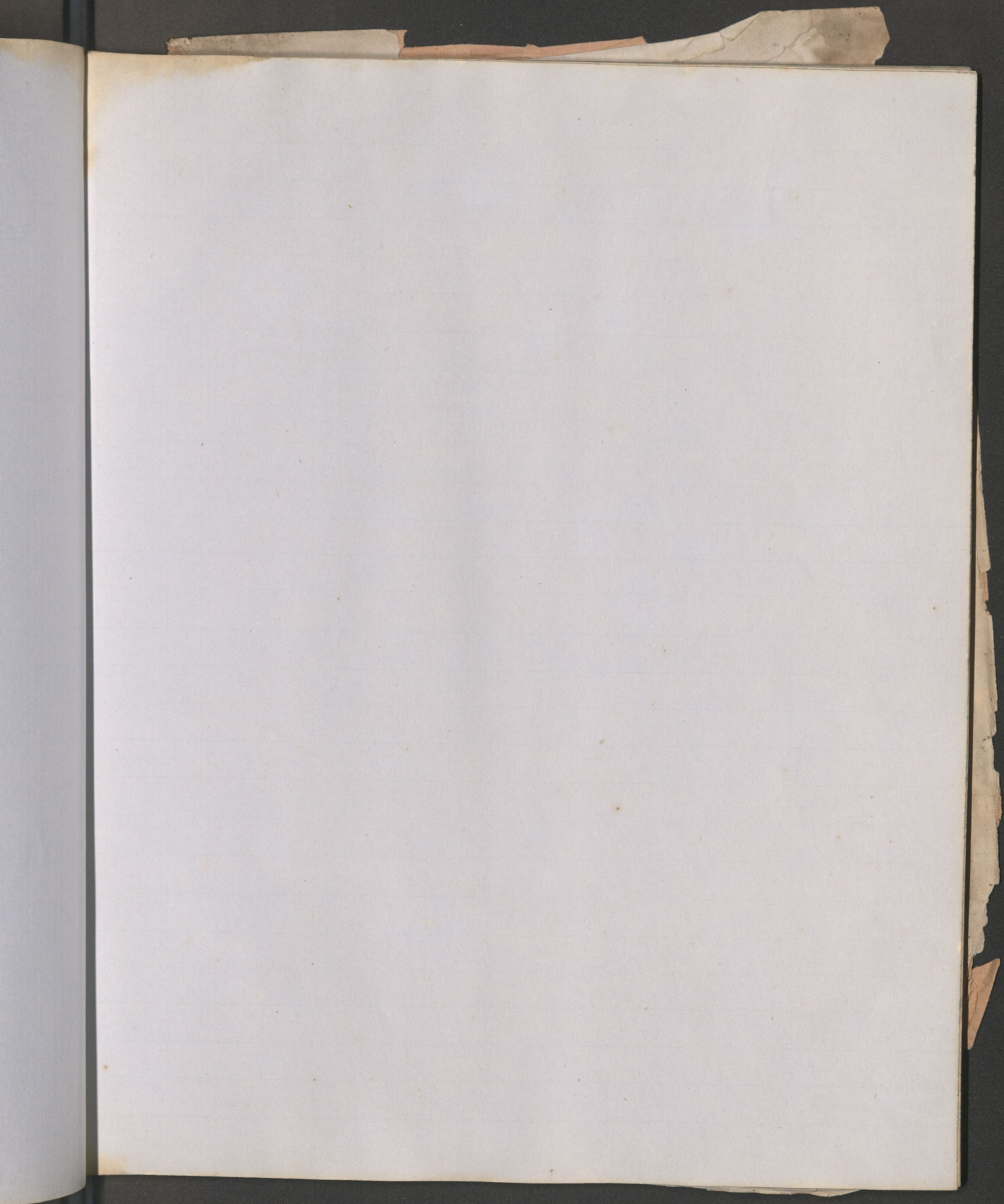
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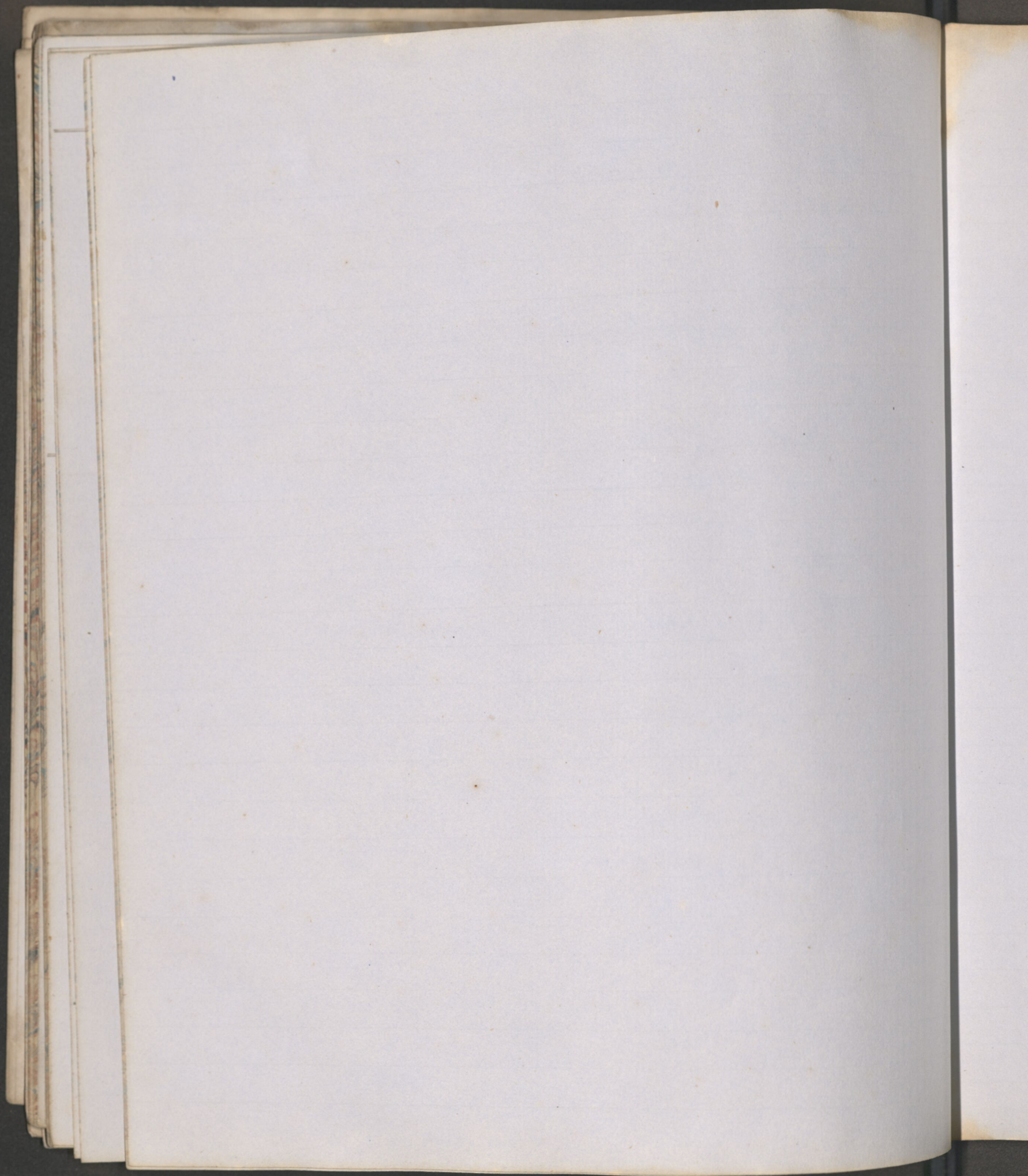
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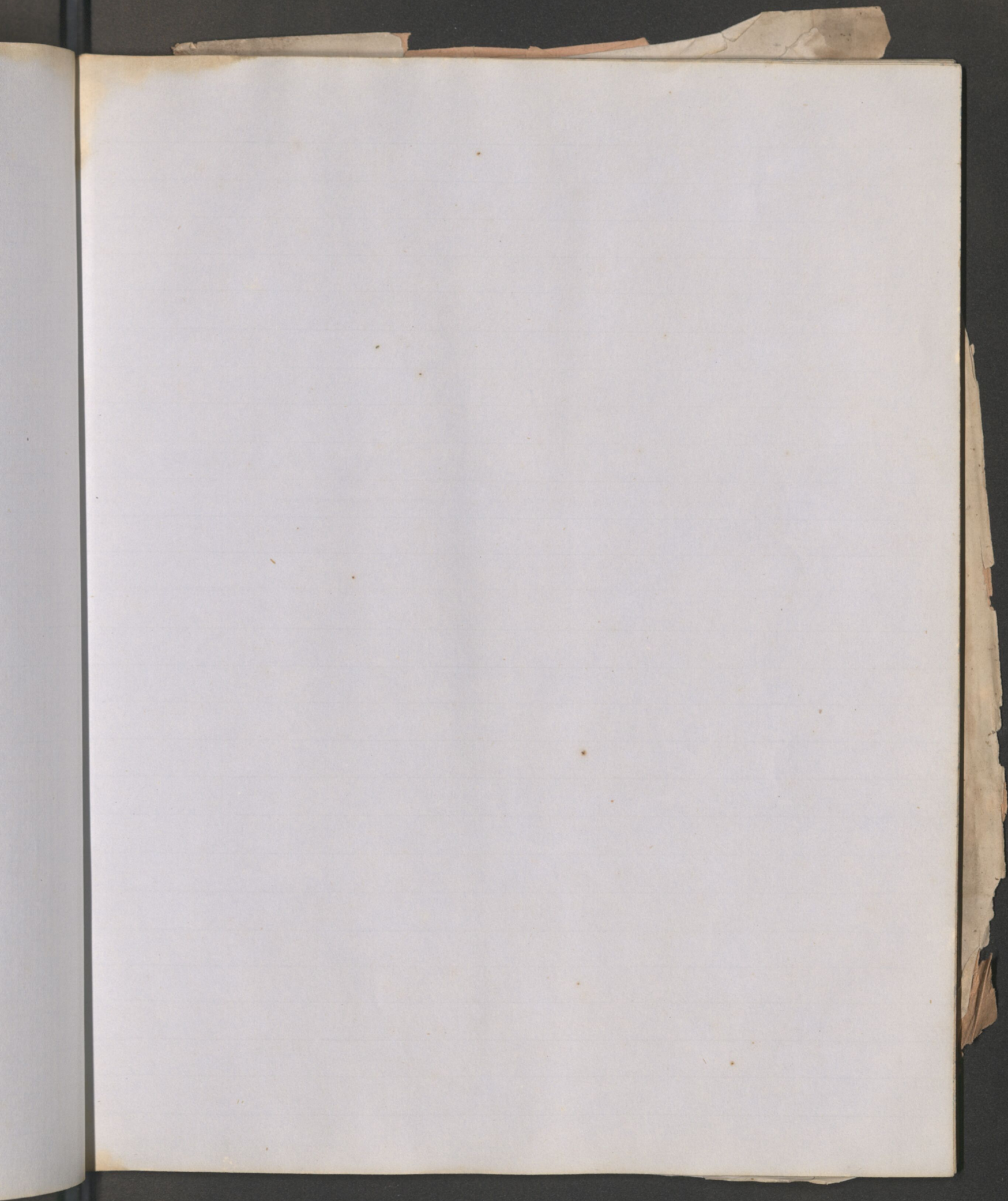
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Internal Rules and Regulations,

of the

U. S. Flag Ship — "Sarnestown."

Sat. H. Ward Esq. — Commander.

Hammocks.

Article 1st — When hammocks are piped up men are to turn out, and lash with alacrity, whether there is special occasion for it or not, in order to establish a correct and necessary habit. However, a slack movement may be tolerated on some other occasions, it must not be ever on this. The time allowed for getting up and stowing hammocks is 8 minutes, after which, none are to be received in the nettings, but excluded, and reported for the action of the 1st Lieutenant.

Persons to stow the nettings are to be designated by the 1st Lieutenant, and none other are to perform that duty.

— Scrubbing and hanging up clothes to dry. —

Article 2nd — Scrubbing clothes is forbidden at all times, day or night, in the hold or elsewhere, except when the hands are piped or express permission given, through the Officer of the deck by the 1st Lieutenant. It is also forbidden to lay clothing about, or to hang it up for drying except on regular lines got up when necessary and otherwise proper, by permission of the Officer of the deck, at sea, or of the 1st Lieutenant in port. Wet clothes will be piped up when necessary by order of the 1st Lieutenant. Pea Sackets are to be kept in bags under regulations made by the 1st Lieutenant, and those garments only may at his discretion be hung with stops in the lower rigging in the day time but never at night.

There will be two wash mornings in each week in port, Mondays and Fridays, if weather permits or unless otherwise ordered. At sea every morning except Sunday is a wash morning, when the weather and other circumstances in the judgment of the 1st Lieutenant make it suitable. The length of time allowed for scrubbing, and the mode of stopping on clothes, are to be specified by the 1st Lieutenant to produce uniformity which is enjoined in all the watches.

— Morning Watch Duties. —

Article 3rd — At sea in the morning watch, the Officer of the deck is required to get sheets home, tacks out or down, and sails fresh up. The Carpenter is required to examine spars aloft, conductors and other iron work particularly the slings of yards and galls

and iron trusses; the Sailmaker the sails; and the Boatswain the rigging and tops and to report the state and condition of each to the Officer of the deck, whose duty it is made to require these examinations by actual visits aloft on each mast, and when they develop anything amiss to report it to the first Lieutenant. The Carpenter will examine also the condition of the Quarter and stern boats, their oars, boat hooks and plugs, and the Boatswain their falls, stoppers and gripes, every morning at sea, and report to the 1st Lieutenant whatever is amiss. The plugs of these boats must be secured in place with a laniard and a spare plug fastened with leather in the Boatswain's box. The Forward Officers and Idlers of the crew will be called and turn out at day-light after 5 O'clock.

— Cleaning Exterior of Ship and Paint work generally. —

Article 4th. — In port and at sea when practicable and perfectly safe, especially if about entering harbor, the Carpenter, with such aid, and under such rules as the 1st Lieutenant may deem necessary, will keep the exterior of the Ship, in perfect order, iron rust scrubbed off as it appears, and the copper in a suitable condition of neatness. As a practice, it is forbidden to wet the paint inside or out, or the guns, or carriages, with salt water, (only in rinsing off under the scrappers) or ever to lay on paint over iron rust, dirt, or stain, not first scraped or scoured to remove it as far as possible.

— Boats, their crews and calls. —

— Article 5th. — Lists of Boats' crews arranged by the 1st Lieutenant, will always hang at the cabin bulk head, in charge of the Orderly, and the Officer of the Deck will man the boats strictly according to these lists, (except when Koorven are ordered in them) and allow no change but by order of the 1st Lieutenant, who will supply deficiencies occasioned by sickness or otherwise, whenever they occur.

The recalls by repeater flags will be painted on the back-boards of the boats, and written on the card of boats' crews ordered. The Officer of the deck will require all boats out to be put in neat order in the morning watch, and during the day will permit no deviation from uniformity of dress, by any of the boats' crews.

— Meals, Meal hours, Smoking. —

— Article 6th. — Breakfast and other meals, will be reported to the Officer of the deck by the Ship's cook, and Sweepers piped at seven bells, mess things spread 15 minutes after, and the cooks of messes, held responsible that no one meddles with the grub until meals are piped at 8 bells. The usual flag at the Mizzen will fly during meal hours, in which duty of all kinds will be avoided as much as possible, and no boat leave the ship except in case of emergency, or by order of the commanding Officer; Boisterous behaviour at meals is forbidden.

During meal hours and after supper until the Gallery fires are extinguished, smoking by the crew on the Starboard side

of the main deck between No 2 gun and forward part of main-hatch is permitted and at no other time or place. Officers may smoke forward on the main-deck at all hours, each one being responsible for safety from fire especially after the Galley fires are put out at 8 p.m.

Dressing of the crew.

Article 7th — The crew will dress with uniformity in working clothes, which are to be always essentially clean, every morning between 8 1/2 and 9 O'clock, a.m. according to a card hung at the main-mast (on the main-deck), which will designate each particular articles of dress required to be worn. When no designation is made any one may be worn at pleasure.

When mustering suits are intended word will be passed.

Inspection Quarters.

Article 8th — At Inspection Quarters which will take place every morning at sea, and both morning and evening at Anchor, the Officers of Divisions, will muster and inspect the condition of their men, see everything at the guns required by the Ordnance Instructions to be kept there for service, and in order, and will cause each linch pin, shackle or breeching pin or bolt to be actually moved, as an assurance that it is not set by rust.

Levity, lounging, or talking, are forbidden at Quarters, whatever relaxation of Uniform Regulations, if any, may be granted

by authority. Officers will dress alike at Inspection Quarters and such rules as may become necessary to effect this will be made from time to time by the 1st Lieutenant.

Only those Officers especially excused will absent themselves from their stations at Inspection Quarters.

Inspection Exercise and Drill.

Article 9th. — At 9.50 a.m. the ship is to be reported ready for in all parts, for the inspection of the Commander. (except on days for cleaning berth deck) and kept so for the space of ten minutes. From 10 to 11 the divisions of guns commanded by the Officer of the mid-watch, (unless other orders are given by the Commander of the Ship,) will be exercised. As a general rule, and unless otherwise ordered, by the Commander or 1st Lieutenant, for reasons based upon the proficiency and exactness in exercise exhibited by a particular division, one gun's crew only at a time will be exercised and instructed while the remaining crews of the division give attention to the instructions. At each exercise of division, some one evolution, such as loading, pointing, and firing - fighting both sides (which will employ parts of two gun's crews,) shifting a breeching whilst loading, and shifting trucks, transporting a gun, exercising and mustering boarders, pikemen, firemen, or wenchmen, clearing away both sides and preparing everything for action, or questioning men in the duties of their stations, should be principally if not exclusively dwelt upon. The most rigid, precise and minute, adherence to the Ordnance Instructions, and

exercise at divisions and general quarters, must be observed, and every Officer is required to study and become familiar with them, and whilst exercising his divisions, to have a copy by him for reference. In no instance will a single order be given or movement permitted, at variance with them, by an Officer of divisions, or by the 1st Lieutenant, but every pains taken to establish a habit of exercise, strictly in conformity with them.

At divisional quarters for instruction, the Commander prefers the exercise to be conducted, as much as possible, by the Captains of guns, or others substituted, under the supervision of the Officer in charge.

In the afternoon or evening there will be an exercise of small arms men (with muskets or carbines,) or boats crews, or boat gun, field howitzer, spar, sails, or at targets, or general quarters, according to special orders issued or not, from day to day, with reference to weather, other duties, or the health or proficiency of the crew.

General Muster

Article 10th — At General Muster which will be on the first Wednesday of every month, and whenever at other times ordered, the crew and Officers will dress as directed for the occasion. The Purser will attend the roll to give information and be responsible, although the clerk may call the names.

The Surgeon, or the Assistant Surgeon, will account for the absent sick, the 1st Lieutenant for the absent prisoners, and

the Officer of the deck for those on duty.

These Officers will be prepared with lists previously made out to answer with promptness and accuracy.

General and Miscellaneous.

Article 11th — Every respect is required to be paid the Quarter deck. No loud talking or familiarity is allowed upon it, nor eating or drinking. No person is permitted on the spar deck uncovered, or unbecomingly dressed. On deck Officers are required to conform to the prescribed dress, also on occasions of duty and on liberty.

No person will be excused from duty on the ground of sickness, unless his name is on the binnacle list.

Standing or lounging on the guns, carriages, or hammocks, inattention on duty; wearing hands in the pockets on duty in the ship or when addressing or addressed on duty; reading, sewing, chequers or other games by the watch on deck at sea, or reading and games aloft at any time are forbidden as of injurious tendency.

No person is permitted to be aloft at any time in port, except duty requires, and then only by permission of the Officer of the deck. It is forbidden to spit overboard except from the head, or to spit from the tops, or about the decks, but in spit boxes, which are to be plentifully provided whenever needed.

Lookouts.

Article 12th — Lookouts are required during the day at sea on the Fore and Main topsail or topgallant yards, who will be vigilant,

and report anything in sight. At dusk they will be called down and two hands stationed at the look-outs on the cat-heads, one in each gangway, and one at the lee life buoy. These, together with a look out in each top when sails are set requiring man aloft, will answer at the stroke of the bell each half hour.

Any dereliction in this respect, is to be noticed, and if flagrant reported.

Hands will also be stationed at the tacks, sheets, or halliards, as required for safety, and the Officer of the deck will assure himself of their watchfulness.

Irregularities.

Article 13th. Factionous conversation as being of most pernicious tendency upon discipline, and as seditious, and therefore contrary to Article 13 of the Act 1800, for the government of the Navy is forbidden, and will be stopped by the 1st Lieutenant, or by the superior Officer present. So also all animadversions upon the orders or duties of the Ship, or Squadron, are forbidden, except they be made in a formal complaint, preferred in a manner respectful and consistent with discipline. Unseemly behavior, unbecoming familiarity of language or manner, taunts, or epithets, or whatever seems calculated to bring on quarrelling, or fighting, is to be promptly and effectually noticed, by the superior Officer cognizant thereof.

Lights, Fires, Alarm of Fire.

Article 114th — To guard against Fire, lights in the hold, store rooms, dispensary, or spirit room, or in the Steerage when the spirit room is open, are forbidden, except in close lanterns, and attended by responsible persons. Lights on the berth deck, and Galley fires will be extinguished at 8 O'clock, the steerage and Forward Officers lights at 9, and the Wardroom lights at 10 p.m., and respectively reported to the Commander. No lights are allowed after these hours except by special leave, obtained by Officers through the Officer of the deck, and upon the responsibility of those who obtain it. The fixed lights which may be directed in the Ward room, or on the Berth-deck, as well as those at the Gentlemen's posts and those granted (as above) after hours, are to be visited and reported secure to the Officer of the deck every half hour by the non-commissioned Officer of the Guard. No light is to be left for a moment unattended, in any state room, mess-rooms, or pantry. Reading by candle light when lying or lounging in a berth is forbidden most particularly.

The funnel must be effectually cleaned from soot at least twice a week, under such directions from the 1st Lieutenant as will insure safety from fire.

No unblacked lime must go below, nor straw except as material for packing in tight boxes, which must not be opened, but on the deck, and the straw then thrown overboard without delay.

Private Powder must not be kept out of the Magazine.

In case of Fire breaking out notwithstanding these and all precautions, on its discovery the bell will be rung rapidly and violently by order of the Officer of the deck, as the alarm on hearing which all persons will repair with alacrity, but with studied coolness and silence to their quarters, and thence await orders.

If happening at night, hammocks will be left hanging in the berths until orders are given and men detailed for their removal.

The Fire-bill will provide, besides the Firemen and pumpers, an "Out boats party" whose duty it will be to clear the boats and booms, get up the Purchases &c. a "Water party", to pass water with the ships' buckets; a "Smothering Party", to shut out air from fire with hammocks, or other means as ordered; a "Work cleaning Party"; and a "Scuttling Party" with axes, to scuttle decks when and where ordered. In the limited crew of a Sloop of War, the same body of men will alternate as directed in the duties of Water, and Smothering parties, and Work cleaners. So also the Out boats party will act in aid of either, as ordered.

The Powder boys will remain at their quarters as a "reserve party" to act as directed.

Authorized absence from the Ship. —

Article 15th — The 1st and 2nd Lieutenants, the Surgeon and assistant Surgeon, the Boatswain and Gunner, or the Carpenter

and Sail maker, are not permitted to be absent from the Ship at the same time, except on duty, and then by authority of the Commanding Officer. Two Lieutenants or a Lieutenant and the Master, are required on board.

Officer of the Deck.

Article 16th. — The Deck is always to be in charge of a Lieutenant or the Master, (but the latter will not keep watch without the Commander's consent,) and the Officer so in charge is responsible for all duty going on in his watch, for the orderly behavior of the crew, also for the safety of the ship, in all respects, unless reports of squalls or other dangers apprehended, are made to the Commander in season to prepare for or avoid them.

Attention to fire and lights is especially enjoined, and at Anchor, to the drift lead which is not to be attended by a person of less rank or experience than a Seaman, also at sea a look out for land, and to guard against collisions. Offences of negligence or design committed in the watch, he will report to the Commander through the 1st Lieutenant, and if occurring at night, except they are flagrant, the report may be deferred until the following morning.

The Officer of the deck will make and shorten sail during the day at his discretion, as speed and safety require, or as necessary to enable other ships to preserve station if in Squadron, but will not take in or shake out reefs, without leave or orders. At night he may shorten, but not make sail, without leave

or special orders. In Port he will practice and require vigilance in the duties of the ship, and care of boats, for the safety of which he is responsible, and will see those remaining in the water securely moored at sundown, and frequently looked to during the night. In the day he will require boat keepers, that they be watchful, haul clear when boats are approaching or leaving the Ship, and salute all Officers.

He will always know the number of people aloft, and permit none there not necessary, and will be careful to conduct with exactness the daily routine, and other duties, which should be so methodized by orders or custom as not unnecessarily to vary. He will require the Master at arms, Ships corporal, or a non-commissioned Officer of the Guard, at the Gang-way in charge of "burn boats," when alongside, to prevent improprieties of any kind. He will observe that Officers when leaving the ship, conform to regulations, both in regard to dress and the order of rank, calling attention to them when neglected. He will permit no one to converse or walk with him during his watch, nor the etiquette of the Quarter-deck to be violated, nor the orders of the Ship broken, and bear in mind always the proprieties of his position. At sea, especially before the conclusion of his watch, he will have the sails properly set, forward as well as aft, yards trimmed and weather braces taut. Every watch Officer will provide himself with a correct watch bill, and when in charge of the deck have it by him for reference. He will report to the commander all dangers, land or sails

appearing. He will keep the Abstract log as required by instructions, also the Ships log being particular to enter upon it all punishments by confinement, and discharges therefrom, and when under sail the bearings of particular points of land in sight, at the conclusion of his watch. On being relieved, etiquette and formality are to be observed, levity and irrelevant conversation avoided, if in port, the boats and state of the hawse, and if at sea, the course given, speed, sail set, sails or land in sight, and whether they have been reported or not, also all unexecuted orders, are to be carefully passed to his relief, after which the Officer relieved will at night, if at sea, report in person to the Commander the state of the ship and weather, and never go below to his berth, until his remarks are written and signed.

The Officer of the deck, will always report to the 1st Lieutenant, if the ship, when with anchor down, swings with a foul hawse, and which way she has swung; will at sea require the battery and pumps reported to him every two hours in the night, and will ascertain the 1st Lieutenant's regulations for pumping the ship out, and punctually execute them.

— Forward Warrant Officers. —

Article 14th — These being day Officers generally, will turn out at daylight after 5 O'clock, to perform the allotted duties of the morning watch, and render other required aid. During the day they will give constant attention in their respective de-

departments, to some one of which all the mechanical work of the ship belongs, and the 1st Lieutenant is expected to require from them such constant personal supervision of its detail, as will wholly release him, leaving his mind free for more important attention to the stationing, exercise, and moral condition of the crew, to the general duties, and to regularity and uniformity in the daily routine.

The Boatswain, besides his mechanical duties, will, under the supervision of the 1st Lieutenant, take charge of the stowage on the booms or midship boats, and make daily examination, and report to the 1st Lieutenant what needs attention there, to prevent injury from wet or otherwise.

The Carpenter will make daily examination of the Fire Engine, main force pump, and the leading hose, that all are in order, and will know from actual examination that the couplings fit. He will be always prepared for battering the main deck hatches at a moment's notice, also be provided with every requisite specified in the Ordnance Instructions and be familiar with them.

The Gunner will make himself perfectly familiar with the Ordnance Instructions, and omit nothing which they may require.

The Sailmaker will give particular attention, both at sea and in port, to the wind sails, boats awnings and sails, (whether in covers or not,) and report to the 1st Lieutenant whenever any are suffering by neglect to dry them. He will also

make daily examinations of the sail room, and report damage likely to occur, and when there is necessity for breaking it out.

These Officers are also referred for other duties to Article 3^d which they will carefully perform, and the Carpenter to Article 4th. The Boatswain will be careful to know that all marlines spikes in use in whatever part of the ship are provided with trustworthy lanards not smaller than "six thread" spliced in.

— Master. —

— Article 18th — The principal and most important duties required from the Master, or person ordered to perform the duty of Master, are the care and rate of the Chronometers, which he will omit no opportunity to verify and correct; care of the sextants, charts, compasses, and binnacles; second glasses which are to be frequently verified; the log and lead lines; also to be frequently re-marked, and always at hand; to ascertain the latitude and longitude, and variation of the compass, by every species of astronomical observation resorted to and necessary for those purposes, and ascertain local attractions as required by the Government; to keep the ship's place by dead reckoning; the care and correctness of the ship's timekeeper, the care of the log and abstract log sheets, that they are correctly kept, and such regulations established as shall render it certain that they are correctly copied the morning after being written, and only rubbed off by one designated person, who will before doing so find evidence that either is copied, in the certificate to that effect of the Officer or other person

appointed to copy, written over the remarks; to lay the rough log signed by the watch Officers after having examined it himself and reported any error or omission of record or entry, before the Commander for inspection at noon, and the smooth log (correctly copied,) once in every week, the care and frequent examinations of the hold, spirit room, tiers, chain and provision lockers, in reference to their order, cleanliness, unity, especially against fire, and ventilation, also the quantity of wood, water, provisions, and stores on hand, and their condition; to regulate the distribution and expenditure of provision and water, so as to keep the vessel upright and in trim; and take draft before each departure from port; to ascertain by frequent inspection the security of the lashings of the lower sheet, a Kedge anchor, also of the boat gipes, and the lashings of the main spars, both out board and in board; to examine always forelocks, of the jacks harp at the anchor before coming to wit, also the shackle pins, and the links of the chains, as ordered by the Commodore's general order N^o 21. Art: 1, (which he required to consult,) and never fail to have entered on the log bearings of particular points of land, when the ship drops anchor, or neglect to require proper attention at all times from Gunner, to the condition of the buoys, and the fitness of the ropes; to prepare and keep in readiness the preventer bittings for yards and gaffs, stoppers for lower and topmast and snatching for stays as required by Art: 104 of the Ordⁿ instructions, and at Quarters to perform the duties as therein is; to require the aid of the

Boatswain in these and other duties; to see the relieving
tackles fitted and always in place, and a compass below to
steer by, the spare tiller fitted and at hand for immediate
use at all times, the wheel and iron tiller secure, the wheel
ropes in order, and properly set up, the circle and wings clear
for working the tiller, and that nothing is ever hung or placed
on or near them which are possibly occasions obstruction of
all which he is to assure himself by frequent examinations;
to carefully supervise the daily expenditure of water and wood,
recording it with the latitude and longitude in the log book,
and the water, beef, and pork remaining in the ship, each
day at noon; in front keep the riding chains always clear
for securing; to keep themselves tied at all times clear, and
so arranged as to allow larger or a small hawser to be got
out both at the same without delay; to keep one axe and
one hatchet at the fore, one axe at the mainmast, and one
at the Port quarter, all clear and in place always, of which
he is to assure himself by frequent inspections, and forbid their
removal by any person ever as a regulation of the ship; to
attend on the receipts of provisions, water, and stores, in reference
to stowage, safe handling, quantities and quality; and to be up at
daylight in the morning give his constant undivided atten-
tion to his public duties during the day. The situation of
Master is laborious; under the present system no one
holds it beyond a sense, little or no relaxation is needed,
and he should cheer himself, and ought to be looked

upon, as emphatically the working Officer of the ship.

When at sea the Master will take bearings of land when necessary for departure, at sunset always if in sight, or on clearing up or closing of fogs, and as frequently at other times as necessary to ascertain position or correct reckoning. In working the running chains, the Master will be present at them to immediately direct the work, and always be prepared with suitable means for heaving in rapidly, also for veering, checking or stopping promptly when required. The hammers of deck stoppers should be often examined by him, and renewed when doubtful or suspected.

Executive Officers

Article 19th — The 1st Lieutenant as Executive Officer, and in his absence or disability the 2nd Lieutenant is charged with the execution of these and all other regulations, whether of the Ship or Squadron, or orders written or verbal, which may be issued. No part of the ship is exempt from the necessary supervision and inspections of the 1st Lieutenant, and his responsibilities extend to all parts, their cleanliness, good order, and security. He will require the proper distribution of all public stores, received on board, that they be recorded on the log, and that none of those in care of the Yeoman shall be expended but by his written order. He will ~~be~~ particularly require paints stored in the paint room, oil and turpentine kept no where but in appropriate metal tanks, fire works and percussion caps stored

as directed in the Ordnance Instructions, Art. 41 and 42, and guard with great care against spontaneous combustion and its causes, such as oiled rags &c or painted bags, which are not to be stored in the Sail room; he will perform himself, and require from others all the duties specified in the Ordnance Instructions, especially in regard to Powder and the Magazine which he will always be present at when open except at General Quarters; he will hand to the Commander the monthly returns of expenditure in the Boatswain's, Gunners, Carpenters, and Sailmakers' departments, after comparing them with his requisitions or orders, and finding them to correspond with the weekly returns, also the requisition book, which will be restored to the Yeoman with the Commander's approval as vouchers in the settlement of the accounts; he will make and keep complete the watch, quarter, and station bills, conforming them to the Ordnance Instructions so far as they bear, and place copies for reference in the Ward room, and on the Berth deck, and cause the men to be mustered and exercised at their stations as frequently as necessary to know them; he will, when evolutions are performed by the Officer of the deck, observe that the men habitually attend at their stations, notwithstanding all hands are not called; He will grant liberty to Officers and others, under such regulations as may be established for the Ship or Squadron, taking care to inform all of its extent, and to provide a boat for their return at its expiration, but will never permit communication with or from the shore on arriving

at a port, without the express sanction of the Commander; he will report to the Commander all over staying of liberty, or violation of discipline, and such improprieties falling under his notice; he will take the deck at all hands, and require from all Officers, active and prompt aid in working ship, on which occasion he will give the orders with pre-arranged studied care, and uniformity, which being imitated by the various Officers of the deck will become habitual to the Ship; he will cause the Master to keep flags, lanterns, fireworks and other necessary in complete readiness at all times for making day or night signals or for telegraphing; he will cause the stow rooms to be locked at evening, and the keys returned to his room, also the hold and spirit room, and the keys returned to the Master, in both cases to be hung on nails conspicuously in sight, that their absence may be more certainly noticed; and he will not permit the spirit room to be opened for work unless in charge of an Officer present, or for ventilation unless in charge of a Sentinel with orders to keep persons and lights away; he will have the boats fitted and equipped with provisions and water prepared, always ready for expeditionary or other service, according to Ordnance Instructions, (Arts: 258 and 273 intermediate,) and the Commodore's general order No 5, all of which he will consult; he will examine the morning report of Prisoners by the Master at Arms, prior to requiring it handed in, and see that he keeps a correct complete record of punishments by confinements; he will cause the mess clothes

and blankets to be marked with their ships numbers, and hammocks and bags with watch numbers, also have their bags overhauled and inspected, and clothes lists made, with requisitions for needed clothing, every month by the Division Officer; he will cause the Hammock berths to be numbered by watches, and the men to hang in them; also the crew to be messes, monthly mess bills made out for small stores, cooks & messes appointed, mess chests arranged and kept in order, and provisions to be served at regular daily hours, with the usual Petty Officers in attendance to see justice in weights and in distributions, and at the Grog tub permit no extra grog served, even to the Petty Officers, in attendance, but by the express sanction of the Commander and allow no grog stopp'd for punishment, nor any served to men on the Prisoners' report. He may of his own authority confine men as "Prisoners at large," to be so borne on the Prisoners' report, not exceeding one week, and when so confined, they must not leave the ship, but may remain at large, except between seven bells and two bells, during the day, (intended to include each of the three meal hours) during which time they will be placed under the Sentry's charge, partly with a view to deprivation, and in part to bring them thus frequently under the notice of the Master at arms, in whose charge they will be at all times regarded, though at large. He will cause grog money paid, at times most convenient to men having it due, and who have not misused it to the injury of health or good order, but from such as have, it must

be withheld and placed to their credit.

The 1st Lieutenant will in general be the medium of reports to the Commander, as well as the channel of his orders, and will regard relations with him as confidential. His enumerations, and whatever else affects the general appearance, discipline or efficiency and regularity of routine, both at sea and in port, are embraced in the duties of Executive Officer, and require in him a large share of professional capacity watchfulness and industry.

Promulgation.

The foregoing Articles were framed, substantially, before falling in with this Ship, and therefore not pointed in the minuteness of their detail, with any special reference to her. It is gratifying to find however, her order and discipline such, that no material change of practice becomes necessary, to produce conformity with these rules; and the Commander takes this occasion to express his admiration of the Ship, and his sense of obligation to those who have, each in his degree, contributed to

her condition, which he renders them the justice to say, reflects high credit on their professional character, and capacity, and upon the service, of which we in common have the honor to be members.

The Articles are therefore promulgated, and will remain in force for the internal Government of this ship.

(signed) Jas. H. Ward

Commander.

U. S. S. "Sarnestown"

April 19th 1856

— Order No. 1. —

The Master will take a watch when necessary to make four in number, and the 1st Lieutenant will append hereto such an alteration in the distribution of duties, as shall give necessary relief to the Master, adding of course proportionally to the burthen of himself or others. And the alterations so appended, when signed by the 1st Lieutenant, and approved by the Commander, will be in force for the time being, as an internal rule of the Ship, superior in authority to the Article or Articles which it modifies.

(signed) Jas. H. Ward

April 19th 1856

Commander.

— Order No. 2. —

The ancient significance of a bonnet alone at the fore, is that all boats, Officers, and others belonging to the ship on which it flies, shall immediately repair on board, by any and all means, within their reach, and admit of no delay. Such will be its significance from this time forward on board this ship, and it will be obeyed accordingly. As a sundown signal, the bonnet and blue repeater beneath, is established and will be recognized accordingly.

(signed), Jas. H. Ward
Commander.

April 19th 1856.

— Order No. 3. —

To avoid sickness arising from exposure, by men going at night from hot hammocks to the head, undressed, that practice is forbidden, and the Sentinel on post forward, will have orders to prevent any one going to the head, without trousers, socks, and hats.

(signed), Jas. H. Ward
Commander.

April 19th 1856.

Order No. 4.

In regard to the informal request for relaxation of uniform regulations, made to the Commander, he decides:

— 1st — It is the duty of himself, as of others, to obey and observe, and in his capacity of commander to enforce, all orders and regulations emanating from superior authority, without hesitation or remonstrance; and this not only as of duty, but of example, and to establish right principles of discipline, and consistent practice before juniors and the crew.

— 2nd — That the proper mode of proceeding for the case in question, is pointed out in the concluding lines of the General Order of the Secretary of the Navy, dated April 25th 1848.

signed. Col. H. Ward
Commander.

April 21st 1856.

Order No. 5.

"U. S. Flag Ship 'Saratoga'"
At sea, April 26th 1856.

Gr,

"I have received the communication referred by you from Fleet Surgeon Olymmer, relative to relaxation of the Uniform regulations in certain cases, and have had the same under consideration. Officers will be permitted to wear Straw hats, and

blue flannel coats, with Navy buttons and appropriate marks
of rank, and blue flannel pantaloons, whilst on the coasts of
Africa, and at the Cape de Verd Islands.

Straw hats may also be worn on shore at the Islands
of Madeira, Teneriffe, and the Canaries, but no flannel coats
and Pantaloons.

This decision is not to conflict with the 8th Article
of the Internal Rules of the "Sarnestown".

I am very respectfully

Yours obt. Serv^t

(signed), Thomas Erskine

Commander U. S. Naval Forces.

Coast of Africa.

Commander

James H. Ward

U. S. Ship "Sarnestown"

The foregoing copy of a communication of the Commander
in-chief, is hereby promulgated for the information and guidance
of all concerned in this Ship.

(signed), Jas. H. Ward

Commander.

April 26th 1856.

— Order — No. 6. —

A copy of the Commodore's order for the Government of the African Squadron, harrs in charge of the Orderly, for the inspection of Officers of this Ship, all of whom are hereby directed to become acquainted therewith. The copy may be taken away, but must be returned, when no longer needed by the Officer taking it.

(signed.) Jas. H. Ward,

Commander.

April 30th 1856.

— Order — No. 7. —

To supply an omission in the Ordinance Instructions, which fail to give a routine for clearing away both sides at one time by the half gun's crew on each side; to establish desirable uniformity of practice, conducive alike to ease and rapidity; and by this established practice to render it certain that the breechings shall never be untoggled in clearing away the batteries until the side tackles are taut and secure, (now the usual mode in securing batteries after exercise or action;) the following order of duties is proposed, and will be tried in practice, with a view to discover its advantages or defects, and if expedient to adopt and establish it finally in this Ship.

Captain 1st puts apron and battle up amidships;
2nd clears lock string and vent; 3rd aids loader and
sponger to clear away tackles, then hooks hauls taut and

hooked train tackles; 4th handles quoin and lets down the
breech, with the aid of the loader at the handspike; 5th
after the loader and sponger have hooked and choked
the side tackles taut, with the aid of the loader, untoggles
and middles breeching, placing the toggles and
straps amidships; 6th equips himself with priming wire
hooked to right wrist, and thumbstall on left hand,
with cutlass, Pistol, Primer &c in belt; 7th examines
generally to see hooks moused, gear and implements
present, in place, and men properly equipped.

Loader — 1st Assists sponger to clear train-tackle and
hand it to Captain; then hooks hauls taut and
chokes port side tackle; 2nd handles port hand-spiked,
and at order from Captain, raises breech to clear the
quoin, then lays the handspike in place on deck;
3rd receives muzzle bag from the sponger outside, and
hangs it as directed; 4th assists Captain to untoggle
and middle breeching; 5th casts off his port harrards
and knocks out half port; 6th puts shot grommets in
rear of gun, and wads in place; 7th places hand swab
and hooking quoin near the ship's side on his side of
the gun; 8th mouses the hooks of his side tackle, and
equips.

Sponger — 1st Assists loader to clear away train-tackle and

hand it to captain, then hooks hauls taut and shocks
Starboard side tackle; 2nd casts off his port larboard,
then lays out to take off muzzle bag which he hands
in to the loader, and takes out the tompon which he
brings in and puts amidships; 3rd casts off larboard
of shot grommet on his side if it be secured under the
gun; 4th puts rammer and sponge in place and
takes off sponge-cap, and takes out starboard hand spike
which he puts in place on deck; 5th removes shocking
quoins which he places near Ship's side on his side of
the gun; 6th mouses his side tackle and equips.

Handspiker men — 1st Bring rammer and sponge if stowed
away from the gun; 2nd get cutlasses and pistols for
the boarders; 3rd aid in bringing shot from lockers to
large grommets around masts, Capstern &c.

Shotmen — Bring shot and wads to large grommets.

(signed)

Lat. H. Ward

Commander.

April 30th 1856.

Order No. 8.

When at General Quarters, the Boatswain and his mates pipe "out boats", accompanied with the order repeated by Officers "out boats", all the men except the Quarter-gunner, fire-men, winch-men, 2nd pikemen and powder boys, will (after securing the guns, and divesting themselves of personal equipments to be taken in charge by the Quarter-gunner,) lay on deck, for this purpose; and the men so excepted will stand ready to defend posts, man pumps, or extinguish fire as the case may be.

From those not excepted, the 1st Lieutenant will detail men for getting up whips and hauling lines, clearing tackles, hooking buntlines, clearing booms, and for such other specific duties as he may deem necessary to facilitate the work. (See last paragraph of Art. 114 of internal rules.)

(signed.)

Jas H. Ward

Commander.

May 8th 1856.

Supplement to Order No. 8.

The order and pipe "man and arm all boats," whether at Quarters or not will require all persons to repair immediately to the boats in which they may be stationed respectively, and perform at once with alacrity the duties prescribed, and at which they are or will be minutely drilled, according

to Ordnance Instructions, Articles 258 and 273 inclusive and General Order N^o 5 issued by the Commander-in-Chief of the Squadron.

Order N^o 9.

As forcible interference, when necessary to suppress disorder, execute commands, or subdue and secure refractory prisoners, is a duty appertaining peculiarly to the Marine Guard, and as such duty is more delicate and difficult than any other it is called upon to perform, the Commander of the Ship desires that in such cases the guard shall have the counsel or direction of its Commanding Officer, and none other, when he is on board; and it is further desired, that he should be advised, when from any cause in the judgment of the 1st Lieutenant, such counsel or direction, and therefore, presence on board, is more than ordinarily likely to be needed.

When a person is to be confined, the Master-at-Arms will execute the service under the orders of the Officer of the deck as is usual; and when resistance offered, is such as to require the aid of force, the non-commissioned Officer of the Guard will be ordered to render it. And when the further interposition of a commissioned Officer becomes necessary, it is the intention of the first paragraph of this order, to point out the Marine Officer as the one whose special duty it is, and

only his, to so interpose. But the nature and extent of the interposition, and how far direct and personal on the one hand, or indirect and through the non-commissioned Officer on the other will rest with the judgment of the Marine Officer himself - but it is required to be active, prompt, and efficient.

(signed.)

Sat H. Ward

Commander.

May 26th 1856.

Order No. 10.

The ceremony of passing the side, indicates to all in the Ship that a commissioned Officer is passing in or out, and signifies that in deference to his commission a momentary cessation of at least loud talk, should take place, and if possible orders and calls be for the moment deferred, and noisy work suspended.

In reference to a repeated occurrence it is required that when an Officer approaching the ship receives this ceremonial due by courtesy to his rank, and declines to appear himself on the deck in acknowledgment of the courtesy, but another person not entitled to it appears, such person shall be ordered back into his boat and the pipe "belayed".

Notice of this regulation will be communicated to the various Ships of the African Squadron, (to which alone this is intended

to apply) so that by the avoidance of another repetition of the occurrence above alluded to, the Officers of this ship may be spared the pain of apparent harshness to an associate.

(signed) Jas H. Ward
Commander

July 9th 1856.

Order No. 11.

The customs of the service, in ships without Poops, reserves the weather or starboard side of the Quarter-deck, forward of the Mizzen mast exclusively to the Officer of the deck, and is to be observed in this ship.

The Port side of the gun deck abaft the Main mast is as a promenade reserved exclusively for commissioned Officers, and is for reading (but not writing) between the guns.

The weather or Starboard side of the Quarter-deck abaft the Mizzen mast is reserved as the promenade of the Commodore and Commander, but when neither is on deck, may be used by others for that purpose between 8, a.m. and 8, p.m.

(signed) Jas H. Ward
Commander.

July 31st 1856.

Order No. 12.

Because of objections urged against the first paragraph of Order No. 11. said first paragraph is hereby annulled and the following one substituted to be of force instead.

"The custom of the service in ships without prows, regards the weather or starboard side of the Quarter Deck, forward of the Mizzen-mast, as the promenade of the Officer of the deck, and must not be so occupied by other Officers as to interfere with him or the carrying on of duty."

Nevertheless the Commander regards the small space thus reserved as a sanctuary dedicated more especially to discipline and its administration, and so long as a space is properly set apart at seasons of divine service to the exclusive occupancy of the Chaplain for his duties which are pre-eminent on such occasions, or as long as the Surgeon could with justice complain of liability to be encroached upon in the special duties of his office when operating or prescribing, so long analogy and consistency should in the opinion of the Commander prevent all complaints of exclusion from the space reserved for the Officer of the Deck, who is pre-eminent responsible in the delicate and difficult task of conducting the discipline, etiquette, and the duties of the ship upon which her order, appearance, efficiency and safety depend. And as long as for moral reasons a sanctuary is most specially guarded from intrusion in the temples of worship or of justice on shore,

by the exclusion of all save those "wigged and gown'd" for the exercise of the functions attaching peculiarly to their respective offices, without complaint on the part of those excluded, so long does the Commander think that similar exclusions should exist on ship board, for similar reasons, and with similar results on the part of the 16, (out of 17 or 18,) Officers against whom the exclusions in the paragraph revoked, practically operated.

(signed)

Jas. H. Ward

Commander.

August 6th 1856.

Order No. 13.

The Commander desires it to be understood by all, (and it is his wish that a similar practice may prevail,) that when his orders to Officers on duty, especially to the Officers of the Deck, are given concisely, (perhaps unusually so,) with the exclusion of all words not necessary to the order, so as seemingly to border on abruptness, it is done in accordance with his ideas of right and propriety, with military promptness and precision primarily, if not solely in view, and it is cause of extreme regret to him that offence appears to have been taken from this manner, and it will be cause of still greater regret if continued after this public declaration that the manner is of principle, with no intention of

disrespect, or want of that courtesy and consideration due to the Commissioned Officers from the Commander, and still more in reality due to the high character, professional superiority and attentiveness of all in this ship, to whom this tribute and perhaps apology owing to an occasional inadvertence or haste, is most justly due.

In the duties of the ship the Commander deprecated a repetition of orders where it can possibly be avoided, the giving of orders to specify duties already specified, in the Station Bills, or any degree of ambiguity or waste of words, in the language of an order. By careful practice on these principles it is believed their benefit will become apparent.

At "all hands" it is the desire of the Commander that Officers should render all possible aid in their respective stations to the 1st Lieutenant as Officer of the Deck, and it is the intention that when it is "all hands" for special purposes, those purposes shall not only be finished but completed before the order to "pipe down."

And it is believed that with practice on this idea, this completeness may be attained in a shortness of time that will remove complaints.

(signed)

Jas. H. Ward

Commander.

August 6th 1856.

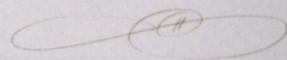
Order No. 14.

Attention is called to paragraph in Article 11th of ship's regulations which forbids the excuse of persons from duty on the ground of sickness unless on the binnacle list. With the object of carrying out said regulations rigidly, the list is often to be consulted. Persons on it without remarks are altogether excused, but others only as expressly specified.

(Signed)

Jas. H. Ward

Commander.



August 7th 1856

Order No. 15.

At General muster and until the order to "pipe down" (perfect silence) is to be observed in all parts of the ship. The Ship's Corporal will remain below in care of the Berth deck, and the Hospital Steward in charge of the sick, who will continue in the sick bay during muster unless otherwise directed by the 1st Lieutenant on the representation of the Surgeon in particular cases.

At Divine Service, pursuant to Article 2nd of the Act of 1800, which requires its performance in a solemn, orderly and reverent manner, those subjects to the order of the ship who attend, will after its conclusion remain

seated until the officiating chaplain himself leaves.

(signed)

Jas H. Ward

Commander.

Sept. 11th 1856.

Order No. 16.

Pursuant to the Commander-in-Chief's special order, dated 30th Sept.

1st "The crew is not to be exercised at General Quarters more than once a week, and he is to be informed before going to Quarters."

2nd "The Main Guard, and small arm men are not to be drilled abaft the Mizzen-mast."

3rd "The Officer performing the duty of Master will mark the position of the ship upon the chart of the Commander-in-Chief daily at Meridian."

4th "The Starboard quarter pump, is not to be used in the morning for supplying water for the decks, or for washing clothing."

(signed)

Jas H. Ward

Commander.

Sept. 30th 1856.

Order No. 17.

In Port, bumboat men or others trafficking with the ship will be required daily to assure the Master at. and that no debts are contracted with or through them or any of them without permission from the 1st Lieutenant and once a week to sign a certificate to that effect which shall operate as a receipt in full of all demands against the ship or persons belonging to her, only as excepted therein.

(signed)

Jas. H. Ward

Commander.

Sept. 30th 1856.

Order No. 18.

When the order is given to send down the upper yards, full topgallant sails, bear abaft backstays, overhaul lifts, or any other ordinarilly given, which to be obeyed aloft requires ropes let go on deck, no additional order from the Officer of the deck or call from aloft to let them go is necessary, but certain persons such as mastmen, hands at the topsail haulyards &c be made responsible and arraigned for neglect when such ropes are not properly attended. In every such instance the Officer of the deck is required to fix the blame where he thinks it belongs and report to the 1st Lieutenant for his further investigation and action.

(signed)

Jas. H. Ward

Commander.

Oct. 13th 1856.

Order - No. 19.

In reference to the clause in Art. 18, which requires the marks of the log and lead lines to be frequently re-examined by the Master, it is further ordered that the log lines shall be marked when dry, so that any error from shrinkage may tend to the ship's under running the log; also that the lead lines shall be marked when wet and shrunk to the utmost, so that the soundings they indicate may never be more, though possibly less, than the actual depths of water.

(signed)

Jas H. Ward

Commander

Nov. 18th 1856.

Order - No. 20.

In conformity with special order dated 7th March Inst., issued by the Commander-in-Chief, the first section of Order No. 16 is hereby rescinded, and the crew of this ship hereafter "will be exercised at least once in each week."

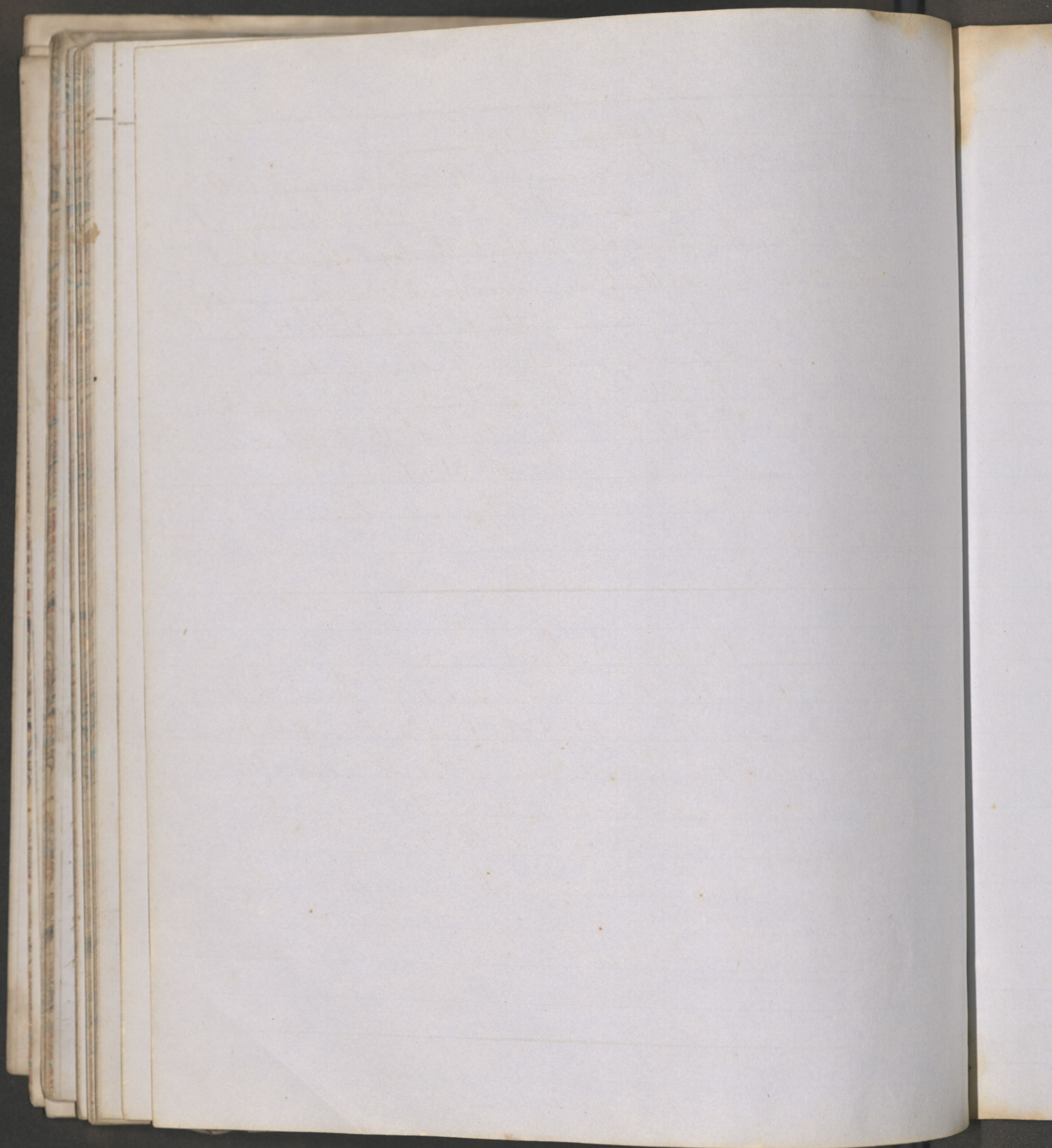
(signed)

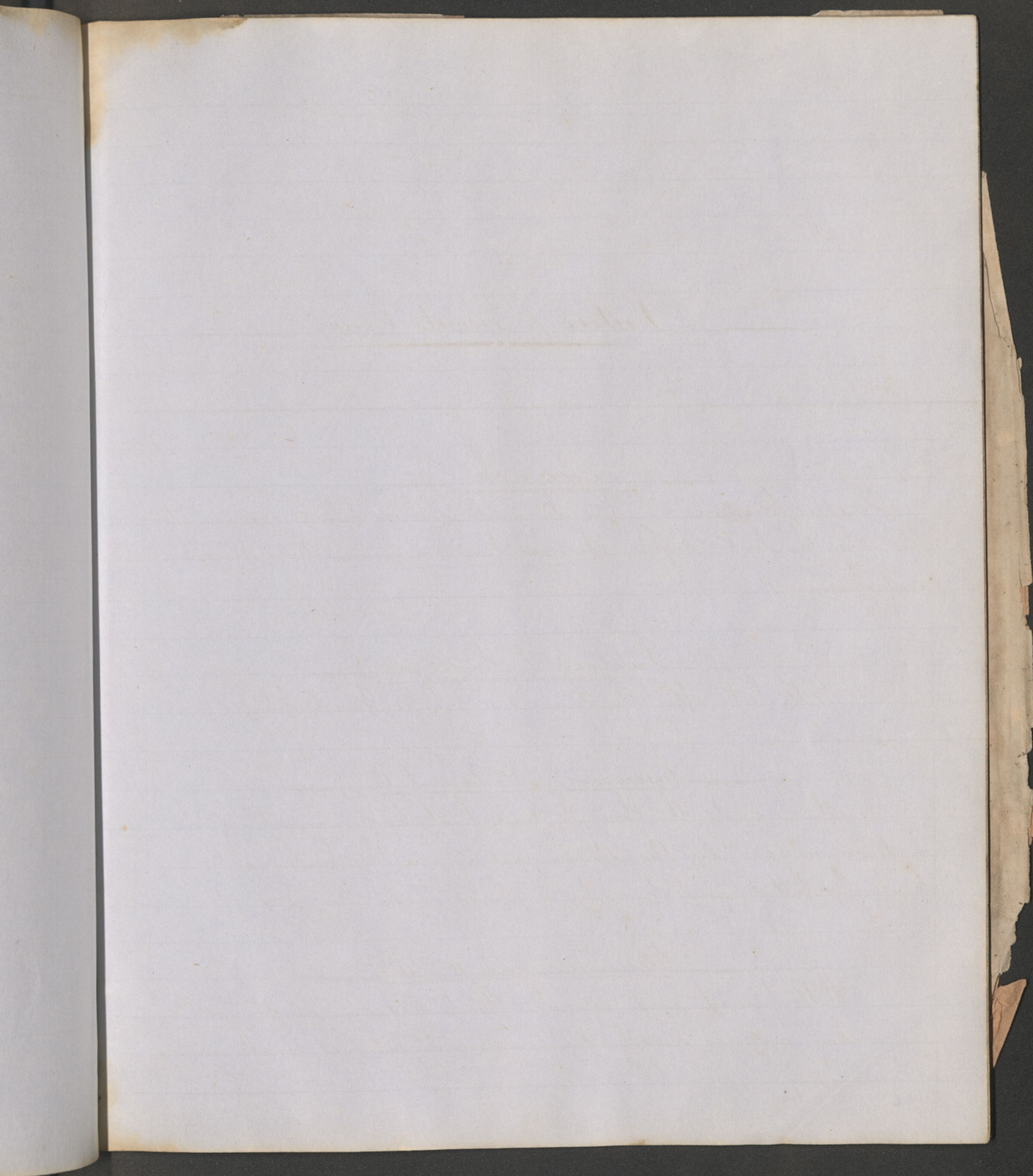
Jas. H. Ward

Commander.

U. S. Ship "Saratoga"

Porto Praya, March 7th 1857.





Duties of Boats Crews.

Launch.

Quarter Gunner. Provide and see in place ammunition box, also the lock, sights, sponges, fuzes, ammunition pouches and primer.

Captain of Howitzer.

Will look after the traverses, tracks, pivot-plates &c.

Coppersmiths & Nos 14 and 15.

Have ready the thwarts, oars, boat hooks, masts, sails, and awnings, - See the spare oars are in the boat and properly fitted and provide compass and flag.

Boatmen and 10 & 11.

Will provide and arrange the provisions, sand with box or bag, cooking vessel, lanterns, and candles, and wood if necessary.

Duties of Boat's Crews.

Oarsmen 4, 5, 12 & 13 (2 & 6.)

Will provide and stow fresh water, boats anchor and chains, and battle axes.

Oarsmen 6 & 7.

Will provide and stow hand grapnels, and lines, and assist in collecting and placing all the gun implements and fitting the gun in its place. Also arms and belts for boatkeepers.

After Oarsmen.

Provide tarpaulins for covering the ammunition, arms, provisions, and the bucket and tin pot, and the bag from store-room. Also 1 pick, 2 shovels, and 2 shovels.

Every oarsman will see that his own oar is properly fitted ~~by~~ and secured by a harward.

— Duties of Boats crews. —

— First Butcher. —

Coxswains 12 and 13. Will look after the oars, boat hooks, masts sails and awnings, see spare oars properly fitted and provide compass and flag.

— Boymen 10 & 11. —

Will provide and arrange the provisions, sand with box or bag, cooking vessel, lanterns and candles & wood if necessary.

— Carsmen 4 & 5. —

Provide and stow fish water, boats anchors and rope and battle axes.

— Carsmen 6 & 7. —

Provide and stow hand grapnels, and lines arms and belts for the boatkeepers and bag from stow room.

— After Carsmen. —

Provide tarpaulins for covering the ammunition, arms, provisions, and the bucket and tin pot, also 1 pick, 2 shovels, and 2 shovels.

Duties of Boat's crews.

Barge and Third and Fourth butters.

Copswain. Will look after the oars, boat hooks, masts, sails and awnings, see spare oars properly fitted, and provide compass and flag.

Boatmen.

Will provide and arrange the provisions, sand with box or bag, cooking vessel, lantern and candles, and wood if necessary.

Oarsmen 4 and 5.

Provide and stow fresh water, boat anchor and rope and battle axes.

Oarsmen 8 and 9.

Provide and stow hand grapnels and lines, arms and belts for the boatkeepers and the bag from the store room.

After Oarsmen.

Provide tarpaulin for covering the ammunition, arms, provisions, and the bucket and tin pot, also 2 spades, and 1 shovel for Barge.

Duties of Boat's Crews.

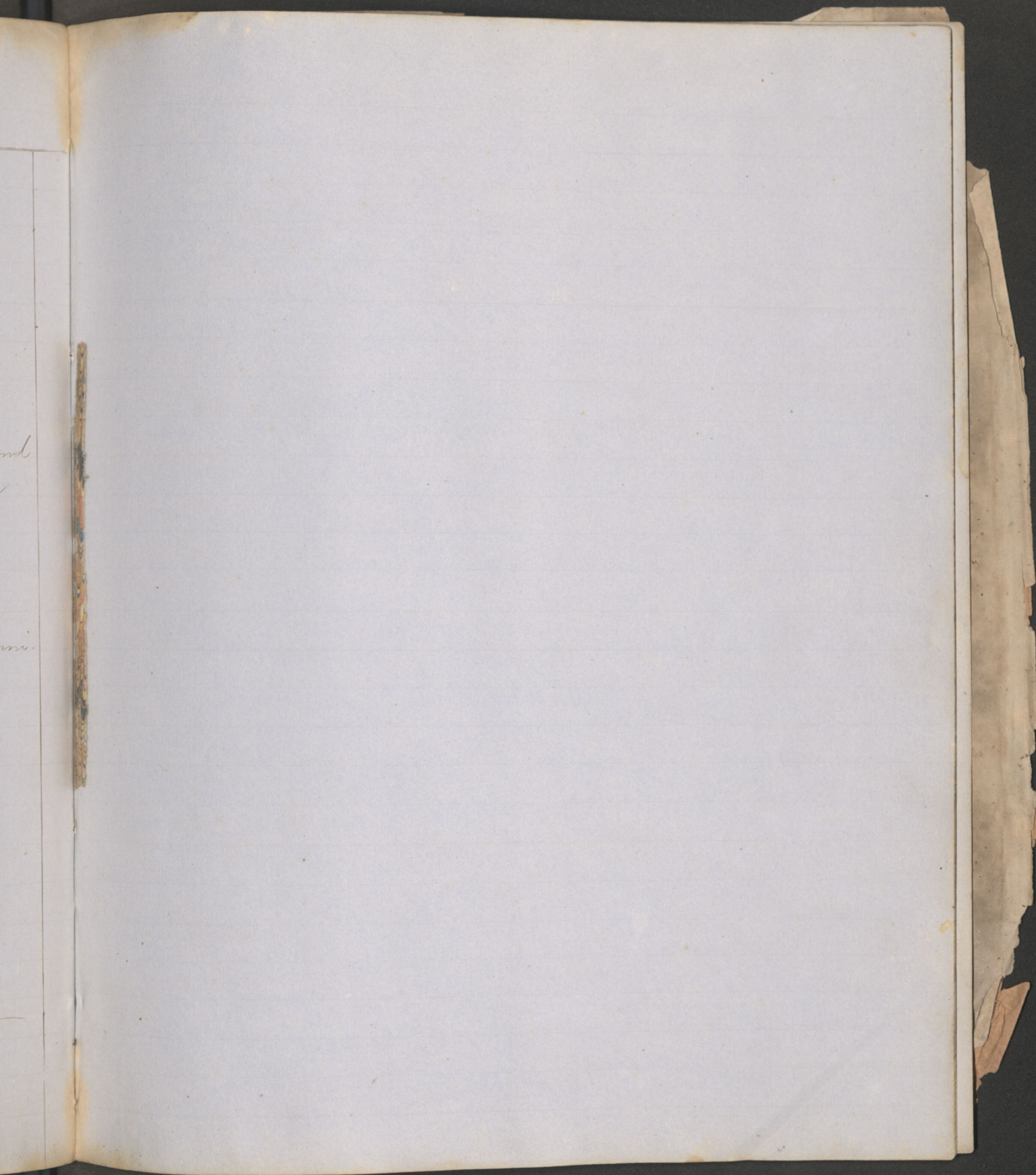
Barge and Third and Fourth Butters.

3rd and 4th Butters 2 spades each.

Boarding Parties.

When called will provide water, bread compass and
flax, spare oars, gratings, bucket and tin pot, flax from
store room.

Each Officer in charge provides himself with Tour-
quettes and matches, scrub brush and pucker.



Dates

1858

Oct. 16 Sat.

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Nov. 1

2

Abstract Log
of the
U. S. Brig Dolphin

Charles Steedman Esq. Commander

Dates	Ports, from and for	Miles sailed at sea	Latitudes	Longitudes
1858				
Oct. 16	Sailed from Boston for Buenos Ayres			
17	" " " "	53 1/2	{ Cape Cod - Highland Light (for compass bearing) S. 77. Race Point Light, Mass.	
18	" " " "	124	41° 30' N.	68° 20' W.
19	" " " "	119 1/4	40. 13 "	65. 54 "
20	" " " "	163 3/4	38. 49 "	62. 02 1/2 "
21	" " " "	166 3/4	37. 20 "	58. 37 "
22	" " " "	145 3/4	36. 32 "	55. 48 "
23	" " " "	133	34. 31 "	55. 22 1/2 "
24	" " " "	80 3/4	35. 48 "	53. 06 1/2 "
25	" " " "	96 1/2	36. 16 "	51. 00 "
26	" " " "	114 1/4	36. 38 "	48 07 "
27	" " " "	26	35. 58 "	47. 28 "
28	" " " "	158	35. 35 "	42. 39 "
29	" " " "	143	34. 46 "	41. 08 "
30	" " " "	98 1/4	34. 22 "	38. 33 "
31	" " " "	150 1/2	32. 28 "	36. 37 "
Nov. 1	" " " "	174 1/4	29. 48 "	35. 36 "
2	" " " "	143	27. 36 "	34. 09 "
		2,090 1/2		

Continued

Dates	Ports, from and for	Miles sailed at sea	Latitudes	Longitudes
1858		2.090 $\frac{1}{2}$		
Nov. 3	From Boston for Buenos Ayres	175 $\frac{3}{4}$	25° 02' $\frac{1}{2}$ N.	31° 47' W.
4	" " " "	115 $\frac{3}{4}$	22.55 "	30.48 "
5	" " " "	48 $\frac{3}{4}$	22.11 "	30.24 "
6	" " " "	25 $\frac{3}{4}$	21.51 $\frac{1}{2}$ "	30.00 "
7	" " " "	121	19.51 "	29.12 "
8	" " " "	128 $\frac{3}{4}$	17.23 "	28.11 "
9	" " " "	156 $\frac{1}{2}$	14.50 "	26.56 "
10	" " " "	122 $\frac{1}{4}$	12.44 "	26.04 "
11	" " " "	112 $\frac{1}{2}$	10.58 "	25.15 "
12	" " " "	115 $\frac{1}{2}$	9.12 "	24.14 "
13	" " " "	56 $\frac{1}{4}$	8.07 "	24.11 "
14	" " " "	35 $\frac{3}{4}$	7.46 "	23.59 "
15	" " " "	76 $\frac{1}{4}$	6.40 "	22.22 "
16	" " " "	87 $\frac{3}{4}$	4.58 "	23.13 $\frac{1}{2}$ "
17	" " " "	99 $\frac{1}{2}$	3.09 "	23.54 "
18	" " " "	157	1.06 "	26.14 "
19	" " " "	119 $\frac{3}{4}$	0.42 S.	27.44 "
20	" " " "	155 $\frac{1}{2}$	3.05 "	29.26 "
21	" " " "	166 $\frac{1}{2}$	5.52 "	30.47 "
22	" " " "	172 $\frac{1}{4}$	8.42 "	32.27 "
23	" " " "	173 $\frac{1}{4}$	11.39 "	33.16 "
24	" " " "	164 $\frac{3}{4}$	14.32 $\frac{1}{2}$ "	33.58 "
25	" " " "	144 $\frac{1}{4}$	16.55 "	39.09 "
		4.821 $\frac{3}{4}$		

Dates
1858
Nov. 26
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Dec. 1
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1859
Jan. 1
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Feb. 17
21

Continued

Dates	Ports, from and for	Miles sailed at sea	Latitudes	Longitudes
1858		4.821 $\frac{3}{4}$		
Nov. 26	From Boston for Buenos Ayres	168	19° 33' S.	36° 57' W.
27	" " " "	187	22. 27 "	38. 47 "
28	" " " "	169 $\frac{3}{4}$	24. 33 "	41. 10 "
29	" " " "	175	26. 57 "	43. 34 "
30	" " " "	183	29. 09 "	46. 15 $\frac{1}{2}$ "
Dec. 1	" " " "	207	31. 41 "	48. 59 "
2	" " " "	170	33. 49 "	51. 17 "
3	" " " "	115 $\frac{1}{2}$	34. 41 "	53. 09 "
4	" " " "	129 $\frac{1}{4}$	35. 17 "	55. 31 "
5	" " " "		River La Plata	
6	Arrived at Buenos Ayres		"	"
24	Sailed from Buenos Ayres		"	"
26	Arrived at Montevideo		"	"
29	Sailed from Montevideo		"	"
30	Arrived at Buenos Ayres		"	"
1859 Jan. 1	Sailed from Buenos Ayres		"	"
5	Arrived at Rosario		River Parana	
6	Sailed from Rosario		"	"
8	Arrived at Parana		"	"
9	Sailed from Parana		"	"
20	Arrived at Corrientes		"	"
Feb. 17	Sailed from Corrientes		"	"
21	Arrived at Rosario		"	"
		6.326 $\frac{1}{4}$		

Continued

Dates	Ports, from and for	Miles sailed at Sea	Latitudes	Longitudes
1859		6.326 $\frac{1}{4}$	River Parana	
Feb. 23	Sailed from Rosario		River La Plata	
Mar. 1	Arrived at Montevideo			
24	Sailed from Montevideo		"	"
25	Arrived at Buenos Ayres		"	"
April 18	Sailed from Buenos Ayres		"	"
19	Arrived at Montevideo		"	"
29	Sailed from Montevideo		"	"
30	Arrived at Buenos Ayres		"	"
May 9	Sailed from Buenos Ayres & Arrived at Colonia		"	"
21	Sailed from Colonia & Arrived at Buenos Ayres		"	"
July 20	Sailed from Buenos Ayres		"	"
24	Arrived at Montevideo		"	"
27	Sailed from Montevideo for Rio de Janeiro		"	"
28	" " " "		"	"
29	" " " "	91	36° 04' S.	54° 18 $\frac{1}{2}$ W.
30	" " " "	89 $\frac{1}{2}$	36. 06 "	53. 50 $\frac{1}{2}$ "
Aug. 31	" " " "	74 $\frac{3}{4}$	36 39	52. 22 "
1	" " " "	69 $\frac{1}{4}$	36. 41 "	50. 55 "
2	" " " "	111 $\frac{1}{4}$	35. 31 $\frac{1}{2}$ "	49. 18 "
3	" " " "	128 $\frac{1}{2}$	33. 13 "	47. 59 "
4	" " " "	68	32. 40 "	47. 30 $\frac{1}{2}$ "
5	" " " "	80 $\frac{3}{4}$	31. 40 "	47. 02 "
		7.039 $\frac{1}{4}$		

Dates
1859
Aug. 6
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Oct. 8
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Nov. 21

Continued

Dates	Ports, from and for	Miles sailed at Sea	Latitudes	Longitudes
1859		7.039 1/4		
Aug. 6	From Montevideo for Rio de Janeiro	190 1/4	28° 27' S.	46. 18 1/2
7	" " " "	108 1/2	26. 51 "	45. 11 1/2 "
8	" " " "	94 1/2	25. 44 "	45. 07 1/2 "
9	" " " "	121 1/2	24. 11 "	44. 32 1/2 "
10	" " " "	42	23. 43 "	43. 57 "
11	" " " "	73 3/4	23. 17 "	43. 10 "
12	" " " "		Off Raza Island	
13	Arrived at Rio de Janeiro		Rio de Janeiro	
Sep. 15	Sailed from Rio de Janeiro for Montevideo			
16	" " " "	172 1/2	26° 10 1/2 S	45. 31 1/2 1/2
17	" " " "	124	28. 20 "	46. 27 "
18	" " " "	103 1/4	29. 40 "	48. 09 "
19	" " " "	109 3/4	31. 00 "	49 20 "
20	" " " "	98	31. 37 1/2 "	50. 11 "
21	" " " "	164	34. 02 1/2 "	51. 57 1/2 "
22	" " " "	110	34. 56 1/2 "	53. 51 1/2 "
23	" " " "	110 1/2	34. 58 "	54. 18 1/2 "
24	" " " "	62	35. 05 "	54. 04 "
25	" " " "	110	34. 58 "	54. 44 "
26	Arrived at Montevideo		River La Plata	
Oct. 8	Sailed from Montevideo		"	"
9	Arrived at Buenos Ayres		"	"
Nov. 21	Sailed from Buenos Ayres		"	"
		8.833 1/2		

Continued

Dates	Ports, from and for	Miles sailed at Sea	Latitudes	Longitudes
1859		8.833 1/2		
Nov. 23	Arrived at Montevideo		River La Plata	
Dec. 15	Sailed from Montevideo for Rio de Janeiro		"	"
16	" " "	89 1/2	36° 00' S.	54° 14' W.
17	" " "	107 1/2	35. 44 1/2 "	52. 52 "
18	" " "	112	36. 01 1/2 "	50. 22 "
19	" " "	90 1/2	35. 47 "	48. 31 "
20	" " "	19	35. 27 "	47. 53 1/2 "
21	" " "	62 3/4	35. 23 "	47. 04 "
22	" " "	106 1/2	35. 02 "	47. 00 1/2 "
23	" " "	97 3/4	34. 15 "	46. 26 "
24	" " "	62 1/4	33. 47 "	45. 43 "
25	" " "	53 1/2	33. 15 1/2 "	44. 48 1/2 "
26	" " "	199 1/4	30. 12 "	44. 24 "
27	" " "	212 3/4	26. 47 "	44. 27 1/2 "
28	" " "	162 1/4	24. 05 "	43. 32 "
29	Arrived at Rio de Janeiro		Rio de Janeiro	
1860				
Jan. 7	Sailed from Rio de Janeiro for Bahia			
8	" " "	33 1/2	23° 32' S.	42° 51 1/2' W.
9	" " "	130 1/4	23. 58 "	41. 49 1/2 "
10	" " "	125	23. 06 "	41. 25 1/2 "
11	" " "	116 1/4	23. 21 "	40. 40 "
12	" " "	117	23. 21 "	40. 00 "
13	" " "	124 1/4	22. 25 "	40. 30 "
		10.855 3/4		

Date
1860
Jan

Feb.

Continued

<i>Latitudes</i>	<i>Dates</i>	<i>Ports, from and for</i>	<i>Miles sailed at Sea</i>	<i>Latitudes</i>	<i>Longitudes</i>
	1860		10.855 ³ / ₄		
	Jan ^y 14	From Rio de Janeiro for Bahia	116	22° 41' S.	39. 40 ¹ / ₂ W.
	15	" " "	118 ¹ / ₂	22° 15 "	39. 02 "
14 W.	16	" " "	106 ¹ / ₂	21. 20 ¹ / ₂ "	39. 03 "
52 "	17	" " "	111 ¹ / ₂	21. 08 "	38. 21 "
22 "	18	" " "	85 ³ / ₄	20. 09 "	38. 30 "
31 "	19	" " "	75 ³ / ₄	19. 10 "	38. 39 "
53 ¹ / ₂ "	20	" " "	77 ¹ / ₄	18. 34 "	38. 18 "
04 "	21	" " "	87 ¹ / ₄	18. 06 "	37. 58 "
00 ¹ / ₂ "	23	" " "	111 ³ / ₄	14. 36 "	37. 47 "
26 "	24	Arrived at Bahia	111 ¹ / ₂	Bahia	
73 "	25	Sailed from Bahia for Pernambuco			
48 ¹ / ₂ "	26	" " "	61	13. 44 S.	38. 18 W.
24 "	27	" " "	70 ³ / ₄	13. 03 "	38. 06 "
27 ¹ / ₂ "	28	" " "	97	12. 10 ¹ / ₂ "	37. 28 ¹ / ₂ "
32 "	29	" " "	105 ¹ / ₄	10. 56 ¹ / ₂ "	36. 44 "
	30	" " "	86 ¹ / ₂	10. 43 "	36. 12 "
	31	" " "	62 ¹ / ₂	10. 35 "	35. 59 "
51 ¹ / ₂ W.	Feb. 1	" " "	72	10. 15 "	35. 49 "
49 ¹ / ₂ "	2	" " "	94 ¹ / ₄	9. 34 "	35. 24 "
25 ¹ / ₂ "	3	" " "	87 ³ / ₄	8. 50 "	34. 58 "
40 "	4	Arrived at Pernambuco		Pernambuco	
00 "	23	Sailed from Pernambuco for Bahia	123	10. 04 S	35. 23 W.
30 "	24	" " "	24 ³ / ₄		
			12.717 ¹ / ₂		

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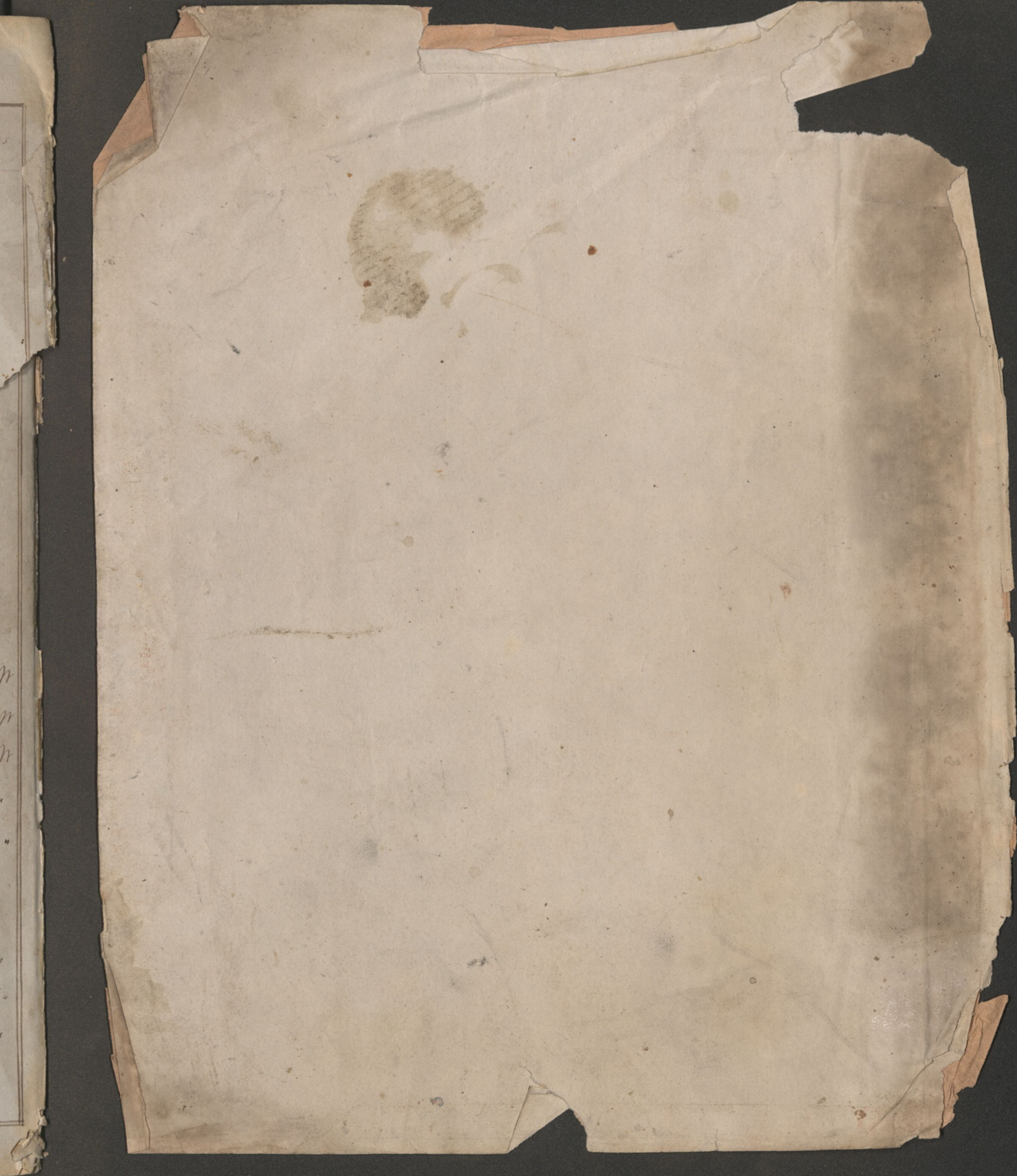
Dates	Ports, from and for	Miles sailed at Sea	Latitudes	Longitudes	Dates
1860		12. 7 1/2			1860
Feb. 25	From Pernambuco for Bahia	140 1/4	12° . 16' S.	37° . 25' W.	Mar 24
26	Arrived at Bahia		Bahia		25
Mar. 4	Sailed from Bahia				26
5	Cruising	72 1/2	Off and on Bahia		27
6	"	67 1/4	"	"	28
7	"	59	"	"	29
8	"	60 1/2	"	"	30
9	"	60 3/4	"	"	31
10	"	24 1/4	"	"	April 2
11	"	63 1/2	"	"	3
12	"	56 3/4	"	"	4
13	Arrived at, and Sailed from Bahia for Rio de Janeiro	69 1/4	Bahia		5
14	" " "	71	14° . 18 1/2' S.	38° . 02' W.	6
15	" " "	153 1/4	16 . 55 1/2 "	36 . 52 "	7
16	" " "	140 1/4	19 . 20 1/2 "	37 . 12 "	8
17	" " "	89 1/2	20 . 35 1/2 "	38 . 05 "	May 18
18	" " "	138 3/4	22 . 23 1/2 "	39 . 46 1/2 "	19
19	" " "	90 1/4	23 . 10 "	41 . 23 "	June 3
20	" " "	49 1/2	Off Cape Frio		5
21	Arrived at Rio de Janeiro		Rio de Janeiro		24
22	Sailed from Rio for St. Catharines				26
23	" " "	28	Sugar Loaf bearing N. by E. for Cape		July 31
		141. 151 3/4			Aug 1st

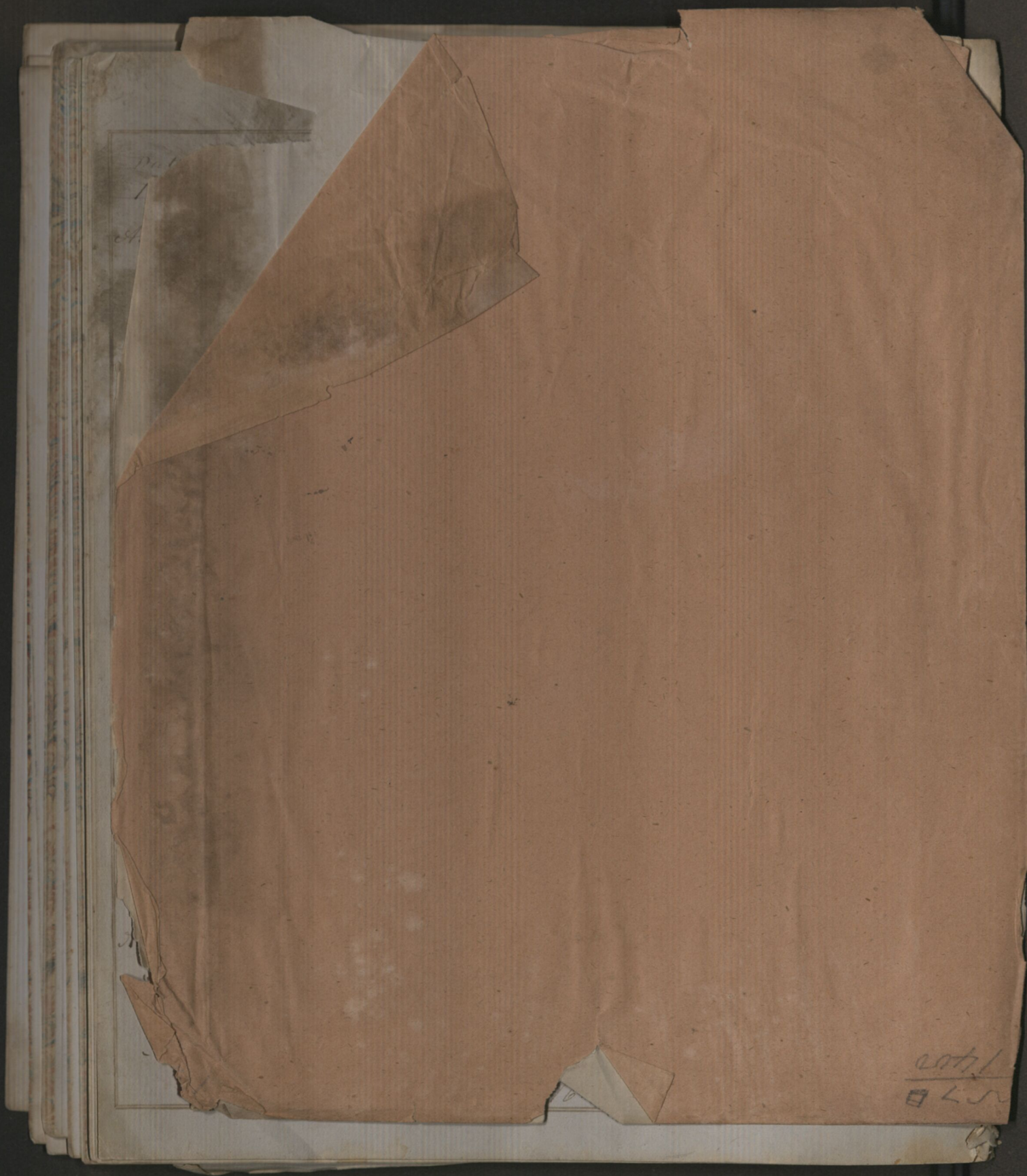
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Latitudes	Dates	Ports, from and for	Miles sailed at Sea	Latitudes	Longitudes
	1860		14.151 $\frac{3}{4}$		
25° N.	Mar 24	From Rio de Janeiro for St. Catharines	18 $\frac{3}{4}$	23° 43' S.	43° 13' W.
	25	" " "	46	24. 06 "	43. 55 "
	26	" " "	33 $\frac{1}{4}$	25. 04 "	45. 19 "
Patria	27	" " "	92 $\frac{1}{2}$	26. 16 "	46. 33 "
"	28	" " "	47 $\frac{1}{2}$	26. 39 "	47. 27 "
"	29	" " "	30 $\frac{3}{4}$	26. 51 "	47. 59 "
"	30	" " "	26 $\frac{3}{4}$	Off St. Catharines	
"	31	Arrived at St. Catharines	19	St. Catharines	
"	Apr 2	Sailed from St. Catharines for Montevideo			
"	3	" " "	67 $\frac{1}{2}$	28° 28' S.	47° 50' W.
"	4	" " "	82	29. 42 "	47. 31 $\frac{1}{2}$ "
"	5	" " "	122	31. 29 $\frac{1}{2}$ "	49. 00 "
"	6	" " "	186 $\frac{1}{4}$	33. 58 "	52. 01 "
8° 02' N.	7	" " "	91 $\frac{1}{2}$	34. 32 $\frac{1}{2}$ "	53. 31 "
6. 52 "	8	Arrived at Montevideo	132	River La Plata	
1. 12 "	May 18	Sailed from Montevideo	15. 147 $\frac{1}{4}$	"	"
8. 05 "	19	Arrived at Buenos Ayres		"	"
46 $\frac{1}{2}$ "	June 3	Sailed from Buenos Ayres		"	"
1. 23 "	5	Arrived at Montevideo		"	"
rio	24	Sailed from Montevideo		"	"
rio	26	Arrived at Buenos Ayres		"	"
	July 31	Sailed from Buenos Ayres			
by G. for Cape	Aug 1 st	Arrived at Colonia			
			15. 147 $\frac{1}{4}$		

Continued

Date 1860	Departed from and for	Mile sailed at Sea	Latitudes	Longitudes
Aug 10 th	Sailed from Colonia	15.147 1/2	River La Plata	
" "	Arrived at Buenos Ayres	"	"	"
" 25	Sailed from Buenos Ayres	"	"	"
" 26	Arrived at Montevideo	"	"	"
Sept ^r 3	Sailed from Montevideo	"	"	"
" 4	Arrived at Buenos Ayres	"	"	"
Oct ^r 20	Sailed from Buenos Ayres	"	"	"
" 21	Arrived at Montevideo	"	"	"
Oct 22	Sailed from Montevideo	"	"	"
" "	for Rio de Janeiro	6	"	"
" 23	Off Flores	35	"	"
" 24	Off Lobos	77 1/4	"	"
" 25	Bound for Rio Janeiro	165 1/2	33°-52' S	51°-57' W
" 26	" " " "	191	31°-24 1/2 S	49°-17 1/2 W
" 27	" " " "	143 1/2	29°-38 1/2 S	47°-39 1/2 W
" 28	" " " "	55 1/2	29°-15 1/2 "	47°-07 " "
" 29	" " " "	98 1/2	28°-47 1/2 " "	46-39 " "
" 30	" " " "	124 3/4	28°-02 1/2 " "	46°-09' " "
" 31	" " " "	100 3/4	26°-26 1/2 " "	45°-10' " "
Nov ^r 1 st	" " " "	103	25°-01' " "	44°-51 1/2 " "
" 2	" " " "	100 1/2	23°-35 1/2 " "	44°-32 1/2 " "
" 3	" " " "	52 1/2	23°-15 " "	43°-44 " "
" 4	Arrived at Rio de Janeiro	74 1/2	Rio de Janeiro	
		16.475 3/4		





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